

KAROH OR KAREN ITALIAN MILIT. (Scorta Italiana.)			GRAN, CHA CHBOLA, KARA OR BEMAU (Chow-er-dun)		
Present return.	Next proceeding turn.	Corresponding turn of last year.	Present return.	Next proceeding turn.	Corresponding turn of last year.
S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.
...	15 8	15 12	14
...	16 0	15 0	10
...	15 8	14 8	12
...	14 8	14 8	12
...	12 0	12 0	12
...	14 0	14 0	11
...	14 0	14 0	12
8 D	8 0	10 0	13 5	14 0	11
...	20 0	20 0	15
...	20 0	21 0	14
...	16 0	17 0	11
...	13 0	13 0	9
...	21 12	21 12	13
...	15 0	17 0	12
...	13 0	13 0	11
...	11 0	11 0	11
...	16 0	16 0	11
...	15 0	15 0	11
...	15 0	16 0	11
...	11 8	11 8	11
...	12 8	12 8	11
...	18 8	18 8	11
...	12 0	12 0	11

Quarterly Station Bazars of the Districts of Bengal on the 15th October 1902.

INDIAN-CORN OR MAIZE (Zea mays.)			ARABIC OR TRUE, CADJAN PEA. (Cajanus indicus.)			SALT			WHOLESALE PRICES PER MAUND OF 40 SEERS.			DISTRICTS.	Number.
Present return.	Next preceding return.	Corresponding return of last year.	Present return.	Next preceding return.	Corresponding return of last year.	Present return.	Next preceding return.	Corresponding return of last year.	Present return.	Next preceding return.	Corresponding return of last year.		
S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	BENGAL.	
...	12 6	12 0	10 8	A	11 4	11 8	12 4	12 0	12 0	Bardwan.	1
...	15 0	16 0	8 0	B	10 8	10 8	10 8	12 0	12 0	Birbhum.	2
...	18 4	12 0	10 8	C	11 13	11 0	10 8	12 0	12 0	Bankura.	3
...	D	10 8	10 8	10 8	12 0	12 0	Midnapore.	4
...	8 0	8 0	8 0	E	10 8	10 8	10 8	12 0	12 0	Hooghly.	5
...	11 8	11 8	10 8	F	10 8	10 8	10 8	12 0	12 0	Howrah.	6
...	12 0	11 8	10 12	G	10 10	10 10	10 11	12 0	12 0	24-Parganna.	7
20 0	18 0	16 0	9 0	9 0	9 6	H	11 0	11 0	11 0	12 0	12 0	Calcutta.	8
...	11 8	11 8	9 2	I	12 8	12 8	11 8	12 0	12 0	Kadia.	9
...	12 8	12 0	11 0	J	11 0	11 0	11 0	12 0	12 0	Murshidabad.	10
...	17 0	17 0	10 0	K	10 0	10 0	10 0	12 0	12 0	Jessore.	11
...	10 12	10 12	8 0	L	10 0	10 0	10 0	12 0	12 0	Khulna.	12
...	12 0	12 0	13 8	M	10 8	10 8	10 12	12 0	12 0	Rajshahi.	13
...	10 12	10 12	8 8	N	11 0	10 8	10 0	12 0	12 0	Dinajpur.	14
...	O	10 0	10 0	10 0	12 0	12 0	Jalpaiguri.	15
21 0	20 0	22 0	6 8	6 8	6 8	P	8 8	8 8	8 0	12 0	12 0	Darjeeling.	16
17 0	18 0	11 0	10 0	10 0	8 0	Q	10 8	10 8	10 8	12 0	12 0	Rangpur.	17
...	13 8	13 8	12 0	R	10 8	10 8	10 2	12 0	12 0	Sogra.	18
...	9 12	9 12	8 4	S	10 8	10 8	9 12	12 0	12 0	Fabna.	19
...	11 8	11 8	9 12	T	10 8	10 8	10 0	12 0	12 0	Dacca.	20
...	8 8	8 8	7 8	U	10 0	10 0	10 0	12 0	12 0	Mymensingh.	21
...	13 0	13 0	6 12	V	10 10	10 10	10 0	12 0	12 0	Faridpur.	22
...	W	10 0	10 0	10 0	12 0	12 0	Bochergunge.	23

- K. In the subdivisions the retail prices of salt per rupee are—Bagerhat 10 seers; Bakshira 11 seers.
 L. In the subdivisions the retail prices of salt per rupee are—Nator 10 seers 8 chittaks; Naugson 10 seers 2 chittaks.
 M. No report from subdivision.
 N. At Alipur Dooars the retail price of salt is 8 seers per rupee.
 O. Kurmog and Billiguri returns not received.
 P. In the subdivisions the retail prices of salt per rupee are—Gaibanda 10 seers; Kurigram 8 seers; Nilphamari 10½ seers.
 Q. At Sirajganj the retail price of salt is 12 seers 11 chittaks per rupee.
 R. In the marts in the interior of the district the retail prices of salt per rupee are—Madanganj 11 seers 13 chittaks; Manikganj 9 seers; Mirkaudin 11 seers 6 chittaks.
 S. In the subdivisions the retail prices of salt per rupee are—Kishoreganj 10 seers 11 chittaks; Jamalpur 10 seers 10 chittaks; Tangail 9½ seers; Netrakona 10 seers 12 chittaks.
 T. In the subdivisions the retail prices of salt per rupee are—Goalundo 10 seers; Madaripur 10½ seers (overhead).
 U. In the subdivisions the retail prices of salt per rupee are—Pirojpur 10 seers; Patnakhali 9 seers; Bhola 10 seers.

PRICES-CURRENT (retail) of Food-grains and Salt in the Head-quarters

Number.		DISTRICTS.	QUANTITIES PER RUPEE IN											
			WHEAT.			BARLEY.			RICE, COMMON.			JOWAR OR CHOLEN (Sorghum Vulgare).		
			Present return.	Next preceding return.	Corresponding return of last year.	Present return.	Next preceding return.	Corresponding return of last year.	Present return.	Next preceding return.	Corresponding return of last year.	Present return.	Next preceding return.	Corresponding return of last year.
BENGAL—continued.			S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.
CHITTAGONG DIVISION.	24	Tippera	...	...	...	...	...	14 0	14 0	...	...	...	...	...
	25	Noakhali	...	...	...	...	...	12 0	12 0	11 0	...	...	...	...
	26	Chittagong	...	...	...	...	...	12 10	12 12	10 9	...	...	...	...
BIHAR.														
PATNA DIVISION.	27	Patna	14 0	14 8	18 0	20 0	21 0	18 0	18 0	12 0	12 8	16 0	16 0	25 0
	28	Gaya	18 12	14 0	12 4	16 0	19 0	14 8	12 0	11 8	10 8	16 0	15 8	...
	29	Shahabad	14 0	13 0	12 0	20 0	20 0	16 0	12 0	11 8	10 0	...	...	...
	30	Saran	15 0	15 0	18 6	28 0	20 0	16 0	16 0	18 0	12 0	35	...	...
	31	Champaran	18 8 to 16 0	18 8	18 0	28 0	23 0	22 0	17 12	16 8	11 0	...	...	...
	32	Munshipur	18 0	18 0	12 0	18 0	19 0	28 0	11 8	11 8	11 0	...	...	...
BHAGALPUR DIVISION.	33	Darbhanga	14 1	15 6	12 0	17 9	...	...	15 6	13 8	12 0	...	...	...
	34	Monghyr	15 0	14 0	12 9	23 8	23 0	17 18	10 4	10 0	11 9	...	...	...
	35	Bhagalpur	13 16	13 14	13 2	18 0	19 0	20 4	12 10	11 10	11 8	...	...	...
	36	Purnea	15 0	14 0	13 4	...	...	...	10 0	10 0	9 0	...	...	...
	37	Malda	16 8	16 0	13 0	...	...	...	12 0	11 8	10 8	...	...	...
	38	Scottish Parganas.	12 8	12 8	10 0	15 0	15 0	...	18 0	18 0	18 8	...	...	...
ORISSA.														
CUTTACK DIVISION.	39	Cuttack	11 0	10 18	11 2	...	...	...	16 1	14 12	11 18	...	...	...
	40	Balasore	...	...	10 8	...	...	...	14 0	14 0	11 8	...	...	...
	41	Angul	...	...	...	...	...	...	18 0	18 0	...	...	...	...
	42	Puri	10 8	10 8	10 8	...	...	...	14 7	16 0	13 2	...	...	...
CHOTA NAGPUR.														
CHOTA NAGPUR DIVISION.	43	Baramba	11 0	10 8	11 0	14 8	14 0	13 4	13 8	13 0	11 8	...	...	...
	44	Ranchi	8 0 to 10 0	8 0 to 10 8	8 0 to 10 0	10 0	10 0	16 0	14 8	15 0	12 10	...	...	...
	45	Palamau	11 4	11 4	9 9	13 8	18 8	13 8	15 12	12 6	10 11	...	...	...
	46	Manbhum	12	12 0	11 0	16 0	20 0	20 0	14 0	13 0	13 0	22 0	22 0	16 0
	47	Singbhum	11 0	11 0	10 0	...	...	...	14 0	13 0	13 0	...	...	...

- V. In the subdivisions the retail prices of salt per rupee are—Chandpur 8 seers; Brahmanbaria 10 seers.
W. At Feni the retail price of salt is 10 seers per rupee.
X. Return from Cox's Bazar not received.
Y. In the subdivisions the retail prices of salt per rupee are—Barh return not received; Dinapore 10½ seers; Bihar return not received.
Z. In the subdivisions the retail prices of salt per rupee are—Jahanabad 10 seers; Nawada 10½ seers; Aurangabad 11 seers.
A. In the subdivisions the retail prices of salt per rupee are—Buxar return not received; Bhabua 10½ seers; Sasaram 11 seers.
B. In the subdivisions the retail prices of salt per rupee are—Siwan 11 seers 6 chittaks; Gopalganj (Mirganj) return not received.
C. At Bettiah the retail price of salt is 10½ seers per rupee.
D. In the subdivisions the retail prices of salt per rupee are—Hajipur 10½ seers; Bhimarni 11 seers.
E. In the subdivisions the retail prices of salt per rupee are—Samastipur return not received; Madhubani 10 seers 6 chittaks.

KANGNI OR KAKUS, ITALIAN MILLET. (<i>Sesaria italica</i> .)						GRAN, CHANA, CHINGOLA, KADALA OR BUNARA. (<i>Cleome aristata</i> .)					
Present return.			Next preceding turn.			Present return.			Next preceding turn.		
S.	Ch.	S.	Ch.	S.	Ch.	S.	Ch.	S.	Ch.	S.	Ch.
...
...	9	8	9	8	4	...
...	10	4	10	4	9	...
20	0	20	0	20	0	20	0	21	0	25	...
16	0	15	0	10	2	18	8	19	0	15	...
...	20	0	20	0	21	...
17	0	15	0	18	2	22	0	21	0	18	...
...	21	8	21	0	18	...
...	19	0	19	0	12	...
...	18	13	10	13	8	...
...	20	0	21	0	13	...
...	17	12	17	12	15	...
...	Large					
...	14	0	14	0	...	...
...	Small					
...	16	0	16	0	...	...
...	21	0	21	0	14	...
...	16	0	15	0	12	...
...	Bird or hawk					
...	10	11	16	6	13	...
...	Chicola					
...	14	0	14	0	10	...
...	Bird					
...	15	0	15	0	11	...
...	13	0	13	0	...	...
...	16	7	14	6	11	...
...	14	0	14	0	12	...
...	to					
...	13	0	13	0	...	...
...	14	0	14	0	...	...
...	15	12	16	14	...	...
...	15	0	15	0	...	...
...	12	0	12	0	9	...

Station Bazaar of the Districts of Bengal on the 15th October 1902—congl.

INDIAN-CORN OR MAIZE. (See note.)			ARAB OR TURK. CANDIAN PRA. (Cajanus Indica.)			SALT.			WHOLESALE PRICES PER MAUND OF 40 SEERS.			DISTRICTS.	Number.
Present return.	Next preceding return.	Corresponding return of last year.	Present return.	Next preceding return.	Corresponding return of last year.	Present return.	Next preceding return.	Corresponding return of last year.	Present return.	Next preceding return.	Corresponding return of last year.		
S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	Rs. A. P.	Rs. A. P.	Rs. A. P.	BENGAL—continued.	
...		
...	Tippera.	24
...	Neakbali.	25
...	Chittagong.	26
...	BIHAR.	
...	Patna.	27
...	Gaya.	28
...	Shahabad.	29
...	Saran.	30
...	Champan.	31
...	Muzaffarpur.	32
...	Darbhanga.	33
...	Monghyr.	34
...	Bhagalpur.	35
...	Purnea.	36
...	Malda.	37
...	Southal Pakgan.	38
...	ORISSA.	
...	Cuttack.	39
...	Balasore.	40
...	Angul.	41
...	Faci.	42
...	CHOTA NAGPUR.	
...	Hazaribagh.	43
...	Ranchi.	44
...	Palamu.	45
...	Manbhum.	46
...	Singbhum.	47

1. In the subdivisions the retail price of salt per rupee are—Begunur 10½ seers; Jamui return not received.
2. In the subdivisions the retail price of salt per rupee are—Banka 10 seers; Madhipura 10 seers; Supaul 10 seers.
3. In the subdivisions the retail price of salt per rupee are—Kishanganj 9 seers; Arraria 9 seers.
4. At Balia Nawanganj the retail price of salt is 10 seers per rupee.
5. In the subdivisions the retail price of salt per rupee are—Deoghar 10 seers (panga); Godda 10 seers; Jamtara 11 seers; Pakaur 11 seers (karkatch); Rajmahal 11 seers.
6. In the subdivisions the retail price of salt per rupee are—Jajpur 10 seers 10 chitake (panga); Kaudrapara 10 seers (panga).
7. At Bhadrak the retail price of salt is 10½ seers per rupee.
8. In the maris in the interior of the district the retail price of salt per rupee are—Bankpur 8½ seers; Raimpara 9 seers.
9. At Khurda the retail price of salt is 15 seers per rupee.
10. Gohindpur return not received.

Published for general information.

W. C. MACPHERSON,
Off. Secretary to the Govt. of Bengal.

PRICES-CURRENT (wholesale) of Food-grains, Firewood, &c.

Number.	Name.	RICE (NEW SORT).												COMMON RICE (new chaul).			WHEAT (<i>Triticum aestivum</i>).			BARLEY (<i>Hordeum vulgare</i>).		
		RICE (NEW SORT).			COMMON RICE (new chaul).			WHEAT (<i>Triticum aestivum</i>).			BARLEY (<i>Hordeum vulgare</i>).			Present return.	Next preceding return.	Corresponding return of last year.	Present return.	Next preceding return.	Corresponding return of last year.	Present return.	Next preceding return.	Corresponding return of last year.
		Present return.	Next preceding return.	Corresponding return of last year.	Present return.	Next preceding return.	Corresponding return of last year.	Present return.	Next preceding return.	Corresponding return of last year.	Present return.	Next preceding return.	Corresponding return of last year.									
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23
1	Calcutta	Rs. 4 0	Rs. 4 0	Rs. 4 0	Rs. 12 0	Rs. 12 0	Rs. 4 4 0	Rs. 2 0	Rs. 3 0	Rs. 3 0	Rs. 2 0	Rs. 2 0	Rs. 2 0	Rs. 2 0	Rs. 2 0	Rs. 2 0	Rs. 2 0	Rs. 2 0	Rs. 2 0	Rs. 2 0	Rs. 2 0	Rs. 2 0
2	Burdwan	Rs. 4 0	Rs. 4 0	Rs. 4 0	Rs. 4 0	Rs. 4 0	Rs. 4 0	Rs. 4 0	Rs. 4 0	Rs. 4 0	Rs. 4 0	Rs. 4 0	Rs. 4 0	Rs. 4 0	Rs. 4 0	Rs. 4 0	Rs. 4 0	Rs. 4 0	Rs. 4 0	Rs. 4 0	Rs. 4 0	Rs. 4 0
3	Midnapore	Rs. 4 0	Rs. 4 0	Rs. 4 0	Rs. 4 0	Rs. 4 0	Rs. 4 0	Rs. 4 0	Rs. 4 0	Rs. 4 0	Rs. 4 0	Rs. 4 0	Rs. 4 0	Rs. 4 0	Rs. 4 0	Rs. 4 0	Rs. 4 0	Rs. 4 0	Rs. 4 0	Rs. 4 0	Rs. 4 0	Rs. 4 0
4	Patna	Rs. 10 0	Rs. 10 0	Rs. 10 0	Rs. 4 0	Rs. 4 0	Rs. 12 0	Rs. 2 0	Rs. 3 0	Rs. 3 0	Rs. 2 0	Rs. 2 0	Rs. 2 0	Rs. 2 0	Rs. 2 0	Rs. 2 0	Rs. 2 0	Rs. 2 0	Rs. 2 0	Rs. 2 0	Rs. 2 0	Rs. 2 0
5	Bhagalpur	Rs. 5 0	Rs. 5 0	Rs. 5 0	Rs. 4 0	Rs. 4 0	Rs. 4 0	Rs. 4 0	Rs. 4 0	Rs. 4 0	Rs. 4 0	Rs. 4 0	Rs. 4 0	Rs. 4 0	Rs. 4 0	Rs. 4 0	Rs. 4 0	Rs. 4 0	Rs. 4 0	Rs. 4 0	Rs. 4 0	Rs. 4 0
6	Dacca	Rs. 4 4 0	Rs. 4 4 0	Rs. 5 0 0	Rs. 5 0	Rs. 5 0	Rs. 14 0	Rs. 4 0	Rs. 4 0	Rs. 10 0	Rs. 12 0	Rs. 12 0	Rs. 12 0	Rs. 12 0	Rs. 12 0	Rs. 12 0	Rs. 12 0	Rs. 12 0	Rs. 12 0	Rs. 12 0	Rs. 12 0	Rs. 12 0
7	Chittagong	Rs. 4 0	Rs. 4 0	Rs. 4 0	Rs. 2 0	Rs. 4 0	Rs. 8 0	Rs. 2 0	Rs. 2 0	Rs. 2 0	Rs. 2 0	Rs. 2 0	Rs. 2 0	Rs. 2 0	Rs. 2 0	Rs. 2 0	Rs. 2 0	Rs. 2 0	Rs. 2 0	Rs. 2 0	Rs. 2 0	Rs. 2 0
8	Patna	Rs. 5 0	Rs. 12 0	Rs. 4 2 0	Rs. 3 0	Rs. 4 0	Rs. 8 0	Rs. 2 13 0	Rs. 2 12 0	Rs. 2 15 0	Rs. 1 15 0	Rs. 1 14 0	Rs. 1 14 0	Rs. 1 14 0	Rs. 1 14 0	Rs. 1 14 0	Rs. 1 14 0	Rs. 1 14 0	Rs. 1 14 0	Rs. 1 14 0	Rs. 1 14 0	Rs. 1 14 0
9	Mumbarpur	Rs. 5 0	Rs. 5 0	Rs. 4 7 0	Rs. 5 5	Rs. 5 5	Rs. 7 9	Rs. 2 13 0	Rs. 2 13 0	Rs. 3 8 0	Rs. 2 1 8	Rs. 2 0 9	Rs. 2 0 9	Rs. 2 0 9	Rs. 2 0 9	Rs. 2 0 9	Rs. 2 0 9	Rs. 2 0 9	Rs. 2 0 9	Rs. 2 0 9	Rs. 2 0 9	Rs. 2 0 9
10	Bhagalpur	Rs. 4 3 6	Rs. 4 3 6	Rs. 4 2 0	Rs. 10 6	Rs. 10 6	Rs. 7 0	Rs. 2 14 0	Rs. 2 14 0	Rs. 3 0 0	Rs. 2 0 6	Rs. 2 0 6	Rs. 2 0 6	Rs. 2 0 6	Rs. 2 0 6	Rs. 2 0 6	Rs. 2 0 6	Rs. 2 0 6	Rs. 2 0 6	Rs. 2 0 6	Rs. 2 0 6	Rs. 2 0 6
11	Onid	Rs. 4 4 0	Rs. 4 4 0	Rs. 4 1 0	Rs. 2 9 0	Rs. 2 9 0	Rs. 3 2 0	Rs. 3 8 0	Rs. 3 7 8	Rs. 3 8 0	Rs. 3 8 0	Rs. 3 8 0	Rs. 3 8 0	Rs. 3 8 0	Rs. 3 8 0	Rs. 3 8 0	Rs. 3 8 0	Rs. 3 8 0	Rs. 3 8 0	Rs. 3 8 0	Rs. 3 8 0	Rs. 3 8 0
12	Rasul	Rs. 4 10 9	Rs. 4 10 9	Rs. 4 0 0	Rs. 12 0	Rs. 12 0	Rs. 2 2 8	Rs. 4 0 0	Rs. 3 13 0	Rs. 4 0 0	Rs. 4 0 0	Rs. 4 0 0	Rs. 4 0 0	Rs. 4 0 0	Rs. 4 0 0	Rs. 4 0 0	Rs. 4 0 0	Rs. 4 0 0	Rs. 4 0 0	Rs. 4 0 0	Rs. 4 0 0	Rs. 4 0 0

CALCUTTA,

The 20th October 1902.

JAWA OR TROLOM (<i>Sorghum vulgare</i>).			BAJRA OR CUMBU (<i>Pennisetum typhoides</i>).			MARUA OR HADI (<i>Eriosema corvina</i>).			GRAM, CHANA, OROLA, KADALAY, OR SUNAGA (<i>Oler ericium</i>).		
Present return.	Next preceding return.	Corresponding return of last year.	Present return.	Next preceding return.	Corresponding return of last year.	Present return.	Next preceding return.	Corresponding return of last year.	Present return.	Next preceding return.	Corresponding return of last year.
15	16	17	18	19	20	21	22	23	24	25	26
R. A. P.	R. A. P.	R. A. P.	R. A. P.	R. A. P.	R. A. P.	R. A. P.	R. A. P.	R. A. P.	R. A. P.	R. A. P.	R. A. P.
2 12 0	2 12 0	3 0 0	2 12 0	3 0 0	3 8 0	...	...	...	2 12 0	2 8 0	3 0 0
...	...	...	...	...	...	...	...	...	2 0 0	2 8 0	2 14 0
...	...	...	...	...	...	...	...	...	2 6 0	2 8 0	3 2 0
...	...	...	...	...	...	...	...	...	2 10 0	2 16 0	3 3 0
...	...	...	...	...	...	...	...	...	2 8 0	2 8 0	3 4 0
...	...	...	...	...	...	...	...	...	3 8 0	3 8 0	3 6 0
...	...	...	...	...	...	...	...	...	3 6 0	3 8 0	3 12 0
White. 1 7 0	2 7 0	1 0 0	...	...	...	1 16 0	1 15 0	1 14 0	1 12 0	1 14 0	2 9 0
Rakas. 1 8 0	1 7 0		...	...	...	1 9 0	1 9 0	1 9 0	2 0 0	2 0 0	2 5 0
...	...	...	...	...	...	...	...	...	2 4 0	2 4 0	2 10 0
...	...	...	...	...	...	...	...	...	2 4 0	2 4 0	2 18 0
...	...	...	...	...	...	...	...	...	2 12 0 to 3 1 8	2 1 0	3 7 0 to 3 10 0

PRICE PER MAUND OF

INDIAN-CORN OR MAIZE (See notes).			ARHAR DAL OR TUR— CAJIAN PEA (Cajanus indicus).			LINSYED.			MUSTARD AND RAPSEED.		
Present return.	Next preceding return.	Corresponding return of last year.	Present return.	Next preceding return.	Corresponding return of last year.	Present return.	Next preceding return.	Corresponding return of last year.	Present return.	Next preceding return.	Corresponding return of last year.
27	28	29	30	31	32	33	34	35	36	37	38
Ra. A. P.	Ra. A. P.	Ra. A. P.	Ra. A. P.	Ra. A. P.	Ra. A. P.	Ra. A. P.	Ra. A. P.	Ra. A. P.	Ra. A. P.	Ra. A. P.	Ra. A. P.
2 0 0	2 0 0	2 0 0	4 4 0	4 4 0	4 0 0	6 12 0	6 8 0	6 12 0	5 0 0	4 12 0	5 0 0
...	...	...	3 8 0	3 8 0	3 14 0	...	...	...	4 8 0	4 8 0	5 0 0
...	...	...	4 0 0	4 0 0	{ 4 0 0 to 4 10 0 }	5 6 0	6 8 0	6 0 0	4 4 0	4 10 0	4 12 0
...	...	...	4 5 0	4 5 0	4 13 0	4 8 0	4 8 0	6 8 0	4 10 0	4 12 0	4 5 0
2 4 0	3 2 0	3 4 0	4 0 0	4 0 0	5 8 0	...	...	...	4 8 0	4 8 0	4 10 0
...	...	...	3 8 0	3 8 0	4 0 0	...	...	...	...	...	...
...	...	...	4 4 0	4 0 0	5 0 0	...	...	...	4 6 0	4 8 0	5 0 0
1 8 0	1 0 0	1 14 0	2 5 0	2 3 0	2 7 0	5 0 0	5 0 0	5 0 0	3 15 0	4 3 0	5 0 0
1 8 6	1 8 6	1 13 0	2 12 0	2 13 0	3 1 3	...	...	...	...	...	...
1 14 6	1 14 0	1 15 0	3 2 0	3 2 0	3 12 0	6 0 0	6 0 0	...	4 0 0	4 0 0	4 12 0
...	...	...	2 5 6	2 6 3	2 11 5	...	...	...	4 0 6	4 0 6	...
...	...	...	5 2 6	{ 6 2 6 to 6 10 0 }	{ 5 11 0 to 6 10 0 }	6 11 6	6 10 0	5 8 0	4 4 9	4 4 9	4 5 0
...	...	...	...	...	...	...	...	...	{ 4 7 0 to 5 0 0 }	{ 5 0 0 to 5 0 0 }	4 13 0

STANDARD SERIES.

SILVER SMITHS' NEED.			SILVER (RAW).			COTTON, CLEANED.			JOSE.		
Present return.	Next preceding return.	Corresponding return of last year.	Present return.	Next preceding return.	Corresponding return of last year.	Present return.	Next preceding return.	Corresponding return of last year.	Present return.	Next preceding return.	Corresponding return of last year.
40	41	42	43	44	45	46	47	48	49	50	51
R. A. P.	R. A. P.	R. A. P.	R. A. P.	R. A. P.	R. A. P.	R. A. P.	R. A. P.	R. A. P.	R. A. P.	R. A. P.	R. A. P.
4 3 0	4 3 0	5 0 0	4 4 0	4 4 0	4 0 0	16 0 0	15 0 0	17 0 0	5 0 0	5 4 0	5 0 0
...	...	...	4 0 0	4 0 0	4 0 0	20 0 0	19 0 0	16 0 0	...	...	...
...	...	...	3 12 0 to 4 4 0	3 8 0 to 3 12 0	3 8 0 to 4 0 0	20 0 0	20 0 0	20 0 0	...	...	...
...	...	...	3 14 0	3 14 0	4 0 0	21 0 0	21 0 0	21 0 0	...	4 15 0	4 0 0
...	...	...	4 0 0	4 0 0	6 4 0	...	...	...	4 8 0	4 8 0	5 0 0
...	...	...	5 0 0	4 8 0	6 8 0	...	...	...	4 8 0	4 8 0	4 0 0
...	...	...	6 0 0	5 8 0	5 8 0	14 4 0	14 8 0	14 0 0	...	...	...
15 0	5 11 0	6 0 0	3 8 0	2 12 0	3 8 0	15 0 0	15 0 0	16 0 0	3 8 0	3 8 0	2 4 0
...	...	...	2 10 0	2 8 0	3 10 0	...	...	...	...	...	...
...	...	...	4 1 0	4 1 0	5 4 0	19 6 0	19 0 0	18 8 0	...	...	...
3 6	4 2 8	4 6 0	4 8 0	4 8 0	4 8 0	20 0 0	20 0 0	22 0 0	...	...	...
...	...	...	4 0 0 to 4 7 0	4 0 0 to 4 7 0	4 0 0 to 4 7 0	25 0 0	20 0 0	22 12 0	...	...	...

GKI (CLAMPED BUTTER).			TOSADO LEAF.			HIDE (COW).			GHEE.		
Present return.	Next preceding return.	Corresponding return of last year.	Present return.	Next preceding return.	Corresponding return of last year.	Present return.	Next preceding return.	Corresponding return of last year.	Present return.	Next preceding return.	Corresponding return of last year.
51	52	53	54	55	56	57	58	59	60	61	62
Ra. A. P.	Ra. A. P.	Ra. A. P.	Ra. A. P.	Ra. A. P.	Ra. A. P.	Ra. A. P.	Ra. A. P.	Ra. A. P.	Ra. A. P.	Ra. A. P.	Ra. A. P.
87 0 0	39 0 0	42 8 0	7 0 0	7 0 0	9 0 0	250 0 0	250 0 0	250 0 0	1 0 0	1 0 0	0 14
30 0 0	30 0 0	42 0 0	Madhuikali.			Uncleaned hide per piece.					
28 0 0	20 8 0	41 0 0	5 12 0	5 12 0	6 8 0	1 8 0	1 0 0	1 0 0			
			7 8 0	7 8 0	7 4 0	2 12 0	2 8 0	2 2 0			
			Pulka.			Cleaned hide per piece.					
			7 8 0	7 0 0	8 4 0	1 12 0	1 4 0	1 2 0			
						3 0 0	2 12 0	2 4 0			
53 0 0	53 0 0	52 0 0	7 8 0	7 0 0	8 4 0						
36 0 0	36 0 0	43 0 0	10 0 0	10 0 0	9 0 0				0 2 8	0 2 8	0 3
40 0 0	40 0 0	46 0 0	7 8 0	7 8 0	8 0 0	Per maund.			0 4 0	0 4 0	3 0
32 0 0	32 0 0	42 8 0	0 12 0	7 0 0	10 8 0	16 0 0	16 4 0	18 4 0			
30 0 0	30 0 0	35 0 0	4 0 0	4 0 0	3 0 0				0 4 0	0 4 0	0 9
27 13 0	29 1 6	36 2 0	8 0 0	9 0 0	8 0 0						
32 0 0	32 0 0	40 0 0	8 0 0	8 0 0							
23 12 0	28 6 0	39 0 0	4 4 0	4 4 0	4 4 0	Per maund.					
29 8 0	29 8 0	36 0 0	0 10 0	0 10 0	0 8 0	Per piece.					
34 0 0	34 0 0	41 4 0	13 6 8	13 6 3	13 5 0	1 0 0	1 0 0	1 8 0			
						1 8 0	1 8 0	2 8 0	0 2 8	0 2 8	11

the undermentioned *Marts* of Bengal on the 15th October 1902.

STRAW.			JUNK STALKS.			PRICES PER MAUND OF 40 STANDARD SEEDS.												MART.
						LIGN.			FIREWOOD.			SALT.						
Present return.	Next preceding return.	Corresponding return of last year.	Present return.	Next preceding return.	Corresponding return of last year.	Present return.	Next preceding return.	Corresponding return of last year.	Present return.	Next preceding return.	Corresponding return of last year.	Present return.	Next preceding return.	Corresponding return of last year.				
53	54	55	56	57	58	59	60	61	62	63	64	65	66	67	68			
R. A. P.	R. A. P.	R. A. P.	R. A. P.	R. A. P.	R. A. P.	R. A. P.	R. A. P.	R. A. P.	R. A. P.	R. A. P.	R. A. P.	R. A. P.	R. A. P.	R. A. P.	R. A. P.			
12 0	0 12 0	1 0 0	...	...	...	5 12 0	5 12 0	5 4 0	0 5 0	0 5 0	0 5 0	0 5 0	0 5 0	0 5 0	0 5 0
4 10 8	0 11 0	0 12 0	...	...	...	...	...	...	0 8 0	0 8 0	0 8 0	0 8 0	0 8 0	0 8 0	0 8 0
0 4 8	0 4 8	0 8 6	...	...	...	3 12 0 to 4 4 0	3 12 0 to 4 4 0	4 0 0 to 5 0 0	0 4 0	0 4 0	0 4 0	0 4 0	0 4 0	0 4 0	0 4 0
1 0 8	1 0 0	1 8 0	...	...	...	7 0 0	7 0 0	7 12 0	0 10 0	0 10 0	0 10 0	0 10 0	0 10 0	0 10 0	0 10 0
0 7 0	0 7 0	0 7 0	...	...	...	7 0 0	7 0 0	7 0 0	0 5 0	0 5 0	0 5 0	0 5 0	0 5 0	0 5 0	0 5 0
...	...	...	...	...	...	5 0 0	5 0 0	5 8 0	0 5 0	0 5 0	0 5 0	0 5 0	0 5 0	0 5 0	0 5 0
...	...	...	...	...	...	5 0 0	4 12 0	5 8 0	...	...	...	...	...	...	...
...	...	...	...	...	...	4 0 0	4 0 0	5 0 0	0 7 0	0 7 0	0 7 0	0 7 0	0 7 0	0 7 0	0 7 0
...	...	...	...	...	...	5 11 6	5 11 6	5 11 6	0 4 0	0 4 0	0 4 0	0 4 0	0 4 0	0 4 0	0 4 0
...	...	...	...	...	...	5 0 0	5 0 0	5 0 0	0 5 0	0 5 0	0 5 0	0 5 0	0 5 0	0 5 0	0 5 0
0 7 8	0 7 8	0 8 8	...	...	...	4 8 0	4 8 0	4 4 0	0 4 0	0 4 0	0 4 0	0 4 0	0 4 0	0 4 0	0 4 0
0 8 0	0 8 0	...	...	...	...	5 10 0	5 10 0	5 0 0 to 7 0 0	0 4 0	0 4 0	0 4 0	0 4 0	0 4 0	0 4 0	0 4 0
0 10 0	0 10 0	...	...	...	...	...	...	...	...	...	...	...	...	...	...
															1. Calcutta.			
															2. Burdwan.			
															3. Midnapore.			
															4. Patna.			
															5. Raipur.			
															6. ...			
															7. Chittagong.			
															8. Patna.			
															9. ...			
															10. Bhagalpur.			
															11. ...			
															12. Ranchi.			

W. C. MACPHERSON,

Offg. Secretary to the Govt. of Bengal.

Meteorological Report of the Province of

Division.	District.	Representative stations.	STATION OBSERVATIONS.											
			AIR TEMPERATURE.				WIND.		TEMPERATURE.					
			Highest, 8 A.M. to 4 P.M. barometer read 105.	Lowest, 8 A.M. to 4 P.M. barometer read 105.	Mean, 8 A.M. to 4 P.M. reduced to 105.	Mean reduced to sea level and constant gravity, 15° Lat. 45°.	Direction from normal mean.	Mean direction at 5 A.M.	Mean velocity in miles daily.	Highest of month.	Lowest of month.	Mean daily maximum temperature.	Mean daily minimum temperature.	Mean daily temperature.
SOUTH-WEST BENGAL.	Burdwan	Burdwan	29.812	29.421	29.623	29.608	-010	815°E	71	28.4	75.2	69.7	79.4	69.7
		Birbhum	29.570	29.796	29.683	29.607	—	855°E	38	34.2	71.9	60.3	77.4	67.4
		Bankura	29.801	29.508	29.654	29.671	—	867°E	77	26.6	74.4	60.7	78.6	67.7
		Midnapore	29.781	29.434	29.608	29.683	-035	845°E	48	23.3	74.7	59.1	78.7	64.4
		Keshib	—	—	—	—	—	—	—	—	—	—	—	—
	Presidency	St. Paul's	29.808	29.508	29.718	29.685	-008	831°E	351	28.9	77.1	60.4	79.0	69.4
		Calcutta	29.798	29.581	29.730	29.697	-004	815°E	90	28.3	76.1	60.8	78.9	67.3
		Kolkata	29.789	29.490	29.714	29.714	—	835°E	30	25.1	74.5	60.6	78.2	66.4
		Northchilad	29.745	29.445	29.595	29.708	0	810°W	84	24.3	74.1	59.0	78.9	65.9
		Jessore	29.781	29.490	29.730	29.712	-001	840°E	34	28.0	75.7	60.8	78.7	66.4
NORTH BENGAL.	Rajshahi	Khalna	29.740	29.440	29.590	29.710	+014	810°E	71	21.4	74.1	62.7	78.8	66.4
		Rajshahi	29.706	29.440	29.573	29.710	-019	847°E	100	25.3	71.5	60.0	78.8	61.7
		Dinajpur	29.455	29.425	29.540	29.740	+000	845°E	80	26.4	71.1	64.4	78.0	70.9
		Jalpaiguri	29.471	29.451	29.461	—	-005	840°E	66	70.2	68.1	64.1	68.5	69.4
		Darjeeling	29.775	29.475	29.625	29.745	—	840°E	64	25.0	71.6	63.0	78.9	69.4
	Dacca	Coch Behar	29.801	29.404	29.702	29.790	+001	840°E	80	26.2	70.8	60.5	78.1	67.4
		Rangpur	29.835	29.404	29.619	29.715	-001	872°E	131	22.7	73.2	62.8	77.4	62.4
		Bohara	29.800	29.505	29.720	29.730	+015	850°E	48	20.3	74.4	65.4	77.9	67.4
		Dacca	29.800	29.442	29.721	29.731	+012	818°E	174	21.1	70.6	62.7	70.7	65.7
		Myrmensingh	29.848	29.423	29.735	29.735	-003	855°E	70	21.7	72.1	60.4	77.4	61.7
SOUTH BENGAL.	Chittagong	Faridpur	29.873	29.510	29.740	29.734	+008	855°E	90	20.3	73.9	62.9	78.5	66.4
		Barisal	29.847	29.543	29.740	29.740	-020	810°E	63	21.3	72.1	62.5	78.5	65.1
		Tippah	29.847	29.516	29.763	29.747	—	856°E	122	22.3	74.3	62.7	77.9	66.2
		Chittagong	29.830	29.540	29.740	29.740	-006	856°E	140	20.8	76.0	62.6	76.7	66.4
		Chittagong Hill Tracts	—	—	—	—	—	—	—	—	—	—	—	—
	Rangoon	Fateh	29.784	29.311	29.544	29.630	-019	874°E	171	24.0	73.2	62.7	72.4	65.0
		Gaya	29.833	29.147	29.540	29.678	-015	840°E	30	24.2	72.9	60.4	77.9	61.1
		Dahur	29.801	29.149	29.594	29.678	-018	837°E	187	22.8	73.0	60.4	76.1	61.1
		Shahabad	29.870	29.358	29.600	29.694	-008	840°E	118	22.5	73.1	60.3	77.8	61.1
		Arak	29.789	29.385	29.587	29.694	—	858°E	87	20.5	72.1	60.2	77.7	61.1
CENTRAL BENGAL.	Bhagalpur	Bhagalpur	29.721	29.340	29.530	29.683	—	877°E	48	24.9	72.6	60.1	77.4	61.1
		Chhapra	29.701	29.377	29.527	29.700	—	871°E	118	22.9	71.3	60.5	76.1	61.1
		Muzaffarpur	29.734	29.423	29.578	29.731	—	8	30	22.7	73.2	62.5	77.4	61.1
		Darbhanga	29.715	29.413	29.560	29.680	-015	808°E	80	22.3	74.6	62.5	76.8	61.1
		Monghyr	29.731	29.446	29.588	29.694	+005	854°E	84	26.3	73.6	60.5	76.0	61.1
	Orissa	Purnea	29.789	29.411	29.600	29.713	+003	875°E	66	20.3	72.1	62.7	77.4	61.1
		Maldah	29.811	29.403	29.602	29.686	—	847°E	119	24.1	72.5	60.4	78.5	61.1
		Southal Parganas	29.834	29.403	29.617	29.705	+003	840°E	101	20.4	70.9	60.6	76.2	61.1
		Cuttack	29.853	29.434	29.643	29.686	+000	840°W	34	24.9	74.3	62.4	79.0	61.1
		Falga Point	29.808	29.500	29.711	29.704	+004	878°W	179	22.3	76.1	60.6	79.0	61.1
NORTH BENGAL.	Chota Nagpur	Balaspore	29.884	29.410	29.647	29.691	-007	861°W	71	28.4	74.5	63.4	78.7	64.4
		Puri	29.910	29.530	29.720	29.787	—	869°W	219	26.7	74.5	60.0	78.5	61.1
		Gopalpur	29.909	29.544	29.726	29.699	-003	873°W	257	24.3	74.1	60.3	78.3	61.1
		Hazaribagh	29.707	29.340	29.723	29.681	-014	840°W	186	26.7	71.2	60.6	78.3	61.1
		Ranchi	29.708	29.344	29.726	29.687	-012	814°W	126	26.3	69.4	64.8	73.3	61.1
	Santal Parganas	Falguni	29.183	29.341	29.762	29.693	—	840°E	41	26.6	66.9	60.3	75.1	61.1
		Parulda	29.891	29.705	29.798	29.871	—	858°E	33	26.3	60.9	60.6	65.3	61.1
		Chaitanya	29.748	29.719	29.733	29.880	-008	845°W	31	26.5	60.5	60.3	65.3	61.1
		Dibroghat	29.748	29.388	29.568	29.799	—	860°E	46	26.4	60.5	60.2	64.0	61.1
		Sibpur	29.731	29.345	29.538	29.779	+008	871°W	80	24.2	75.4	60.4	76.4	61.1
SOUTH BENGAL.	Santal Parganas	Tespur	29.864	29.414	29.639	29.799	—	874°E	37	25.7	73.9	60.7	76.5	61.1
		Kampur	29.758	29.407	29.580	29.771	—	8	7	26.5	74.6	60.0	76.8	61.1
		Golpara	29.885	29.461	29.673	29.746	+008	833°E	123	21.3	72.2	63.2	76.5	61.1
		Oschar	29.816	29.443	29.717	29.773	+014	845°W	41	27.6	74.3	60.7	76.8	61.1
		Shillong	29.104	29.347	29.725	—	—	834°E	38	28.5	65.0	73.9	62.2	61.1
	Jaintia Hills	(Nerrayanji)	29.739	29.333	29.536	—	—	837°W	120	26.5	60.5	70.5	60.5	61.1

Table of Rainfall recorded at ~~El Estero~~[illegible]

... Bengal in September 1903.

Year.	1891.	1892.	1893.	1894.	1895.	1896.	1897.	1898.	1899.	1900.	1901.	1902.	1903.	1904.	1905.	1906.	1907.	1908.	1909.	1910.	1911.	1912.	1913.	1914.	1915.	1916.	1917.	1918.	1919.	1920.	1921.	1922.	1923.	1924.	1925.	1926.	1927.	1928.	1929.	1930.	1931.	1932.	1933.	1934.	1935.	1936.	1937.	1938.	1939.	1940.	1941.	1942.	1943.	1944.	1945.	1946.	1947.	1948.	1949.	1950.	1951.	1952.	1953.	1954.	1955.	1956.	1957.	1958.	1959.	1960.	1961.	1962.	1963.	1964.	1965.	1966.	1967.	1968.	1969.	1970.	1971.	1972.	1973.	1974.	1975.	1976.	1977.	1978.	1979.	1980.	1981.	1982.	1983.	1984.	1985.	1986.	1987.	1988.	1989.	1990.	1991.	1992.	1993.	1994.	1995.	1996.	1997.	1998.	1999.	2000.	2001.	2002.	2003.	2004.	2005.	2006.	2007.	2008.	2009.	2010.	2011.	2012.	2013.	2014.	2015.	2016.	2017.	2018.	2019.	2020.	2021.	2022.	2023.	2024.	2025.	2026.	2027.	2028.	2029.	2030.	2031.	2032.	2033.	2034.	2035.	2036.	2037.	2038.	2039.	2040.	2041.	2042.	2043.	2044.	2045.	2046.	2047.	2048.	2049.	2050.	2051.	2052.	2053.	2054.	2055.	2056.	2057.	2058.	2059.	2060.	2061.	2062.	2063.	2064.	2065.	2066.	2067.	2068.	2069.	2070.	2071.	2072.	2073.	2074.	2075.	2076.	2077.	2078.	2079.	2080.	2081.	2082.	2083.	2084.	2085.	2086.	2087.	2088.	2089.	2090.	2091.	2092.	2093.	2094.	2095.	2096.	2097.	2098.	2099.	2100.	2101.	2102.	2103.	2104.	2105.	2106.	2107.	2108.	2109.	2110.	2111.	2112.	2113.	2114.	2115.	2116.	2117.	2118.	2119.	2120.	2121.	2122.	2123.	2124.	2125.	2126.	2127.	2128.	2129.	2130.	2131.	2132.	2133.	2134.	2135.	2136.	2137.	2138.	2139.	2140.	2141.	2142.	2143.	2144.	2145.	2146.	2147.	2148.	2149.	2150.	2151.	2152.	2153.	2154.	2155.	2156.	2157.	2158.	2159.	2160.	2161.	2162.	2163.	2164.	2165.	2166.	2167.	2168.	2169.	2170.	2171.	2172.	2173.	2174.	2175.	2176.	2177.	2178.	2179.	2180.	2181.	2182.	2183.	2184.	2185.	2186.	2187.	2188.	2189.	2190.	2191.	2192.	2193.	2194.	2195.	2196.	2197.	2198.	2199.	2200.	2201.	2202.	2203.	2204.	2205.	2206.	2207.	2208.	2209.	2210.	2211.	2212.	2213.	2214.	2215.	2216.	2217.	2218.	2219.	2220.	2221.	2222.	2223.	2224.	2225.	2226.	2227.	2228.	2229.	2230.	2231.	2232.	2233.	2234.	2235.	2236.	2237.	2238.	2239.	2240.	2241.	2242.	2243.	2244.	2245.	2246.	2247.	2248.	2249.	2250.	2251.	2252.	2253.	2254.	2255.	2256.	2257.	2258.	2259.	2260.	2261.	2262.	2263.	2264.	2265.	2266.	2267.	2268.	2269.	2270.	2271.	2272.	2273.	2274.	2275.	2276.	2277.	2278.	2279.	2280.	2281.	2282.	2283.	2284.	2285.	2286.	2287.	2288.	2289.	2290.	2291.	2292.	2293.	2294.	2295.	2296.	2297.	2298.	2299.	2300.	2301.	2302.	2303.	2304.	2305.	2306.	2307.	2308.	2309.	2310.	2311.	2312.	2313.	2314.	2315.	2316.	2317.	2318.	2319.	2320.	2321.	2322.	2323.	2324.	2325.	2326.	2327.	2328.	2329.	2330.	2331.	2332.	2333.	2334.	2335.	2336.	2337.	2338.	2339.	2340.	2341.	2342.	2343.
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70751-100-100000

W. A. R. H. R. H. R. H.

Table of Rainfall recorded at station.

Division.	District.	Station.	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19
Jalpaiguri	Jalpaiguri	Jalpaiguri	0'01	0'07	0'20	0'32	0'45	0'57	1'09	1'17	0'37	0'55	0'58	0'48	0'41	0'45	0'40	0'38	0'37	0'31	0'28
		Haripur	0'09	...	...	1'05	0'08	0'07	1'75	...	0'37	0'55	0'58	0'48	0'41	0'45	0'40	0'38	0'37	0'31	0'28
		Palakata	...	...	...	1'30	0'03	0'02	1'35	...	0'35	0'53	0'56	0'46	0'39	0'43	0'38	0'36	0'30	0'27	0'24
		Dahmura	...	...	...	0'05	1'55	0'00	0'00	0'01	0'00	0'00	0'00	0'00	0'00	0'00	0'00	0'00	0'00	0'00	0'00
Darjeeling	Darjeeling	Haripur	...	...	...	1'07	0'00	0'00	1'00	0'00	0'00	0'00	0'00	0'00	0'00	0'00	0'00	0'00	0'00	0'00	0'00
		Palakata	...	...	...	0'01	1'05	0'00	0'00	0'00	0'00	0'00	0'00	0'00	0'00	0'00	0'00	0'00	0'00	0'00	0'00
		Dahmura	...	...	...	0'00	0'00	0'00	0'00	0'00	0'00	0'00	0'00	0'00	0'00	0'00	0'00	0'00	0'00	0'00	0'00
		Haripur	...	...	...	0'00	0'00	0'00	0'00	0'00	0'00	0'00	0'00	0'00	0'00	0'00	0'00	0'00	0'00	0'00	0'00
Tifet	Tifet	Haripur	...	...	...	0'00	0'00	0'00	0'00	0'00	0'00	0'00	0'00	0'00	0'00	0'00	0'00	0'00	0'00	0'00	0'00
		Palakata	...	...	...	0'00	0'00	0'00	0'00	0'00	0'00	0'00	0'00	0'00	0'00	0'00	0'00	0'00	0'00	0'00	0'00
		Dahmura	...	...	...	0'00	0'00	0'00	0'00	0'00	0'00	0'00	0'00	0'00	0'00	0'00	0'00	0'00	0'00	0'00	0'00
		Haripur	...	...	...	0'00	0'00	0'00	0'00	0'00	0'00	0'00	0'00	0'00	0'00	0'00	0'00	0'00	0'00	0'00	0'00
Changab	Changab	Haripur	...	...	...	0'00	0'00	0'00	0'00	0'00	0'00	0'00	0'00	0'00	0'00	0'00	0'00	0'00	0'00	0'00	0'00
		Palakata	...	...	...	0'00	0'00	0'00	0'00	0'00	0'00	0'00	0'00	0'00	0'00	0'00	0'00	0'00	0'00	0'00	0'00
		Dahmura	...	...	...	0'00	0'00	0'00	0'00	0'00	0'00	0'00	0'00	0'00	0'00	0'00	0'00	0'00	0'00	0'00	0'00
		Haripur	...	...	...	0'00	0'00	0'00	0'00	0'00	0'00	0'00	0'00	0'00	0'00	0'00	0'00	0'00	0'00	0'00	0'00
Nagpur	Nagpur	Haripur	...	...	...	0'00	0'00	0'00	0'00	0'00	0'00	0'00	0'00	0'00	0'00	0'00	0'00	0'00	0'00	0'00	0'00
		Palakata	...	...	...	0'00	0'00	0'00	0'00	0'00	0'00	0'00	0'00	0'00	0'00	0'00	0'00	0'00	0'00	0'00	0'00
		Dahmura	...	...	...	0'00	0'00	0'00	0'00	0'00	0'00	0'00	0'00	0'00	0'00	0'00	0'00	0'00	0'00	0'00	0'00
		Haripur	...	...	...	0'00	0'00	0'00	0'00	0'00	0'00	0'00	0'00	0'00	0'00	0'00	0'00	0'00	0'00	0'00	0'00
Pahna	P																				

Bengal in September 1902—continued.

[illegible]

Table of Rainfall recorded at station.

District.	Station.	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20
Panna	Panna	0.48	0.50	0.46	...	...	0.12	0.18	0.08	...	0.53	0.28	1.05	0.10	...	0.24	...	0.00	0.00	0.00	0.00
	Dhamsa	0.38	0.40	...	...	...	0.11	0.17	0.01	...	0.50	0.26	1.04	0.07	...	0.24	...	0.00	0.00	0.00	0.00
	Bihar	0.39	0.41	...	...	...	0.08	0.13	0.00	...	0.48	0.25	1.03	0.06	...	0.24	...	0.00	0.00	0.00	0.00
	Barh	0.25	0.19	...	...	...	0.10	0.16	0.00	...	0.49	0.26	1.04	0.07	...	0.24	...	0.00	0.00	0.00	0.00
	Bihar	0.24	0.18	...	...	...	0.15	0.20	0.00	...	0.11	0.10	0.20	0.00	...	0.20	...	0.00	0.00	0.00	0.00
Gaya	Arrangabad	0.31	0.24	0.11	...	...	0.22	0.27	...	...	0.24	0.21	0.41	0.02	0.41	0.00	0.00	0.00	0.00	0.00	0.00
	Gaya	0.10	0.13	0.01	...	...	0.00	0.00	0.00	...	0.12	0.19	0.25	0.11	...	0.00	...	0.00	0.00	0.00	0.00
	Nawada	0.43	0.36	0.20	...	...	0.03	0.08	0.00	...	0.51	0.23	0.97	0.10	1.04	0.00	0.00	0.00	0.00	0.00	0.00
	Jehanabad	0.11	0.08	0.07	...	...	0.21	0.21	...	...	0.17	0.20	0.28	0.14	0.00	0.00	0.00	0.00	0.00	0.00	0.00
	Dehri	0.07	0.13	...	...	...	0.10	0.10	...	...	0.08	0.15	0.10	...	0.00	0.00	0.00	0.00	0.00	0.00	0.00
	Shahganj	0.01	0.10	0.00	...	...	0.04	0.10	...	...	0.00	0.00	0.10	...	0.00	0.00	0.00	0.00	0.00	0.00	0.00
	Rajauli	0.23	...	...	...	...	0.00	0.18	0.04	0.10	0.00	0.00	0.10	...	0.00	0.00	0.00	0.00	0.00	0.00	0.00
	Patli Harwan	...	...	...	...	...	0.00	0.10	0.00	0.00	0.00	0.00	0.10	...	0.00	0.00	0.00	0.00	0.00	0.00	0.00
	Deo	0.00	0.18	0.15	...	...	0.00	0.10	...	...	0.00	0.00	0.07	...	0.00	0.00	0.00	0.00	0.00	0.00	0.00
	Shahabad	Barh	0.00	0.00	...	...	...	0.04	0.10	...	0.10	0.07	0.15	0.10	0.04	0.00	0.00	0.00	0.00	0.00	0.00
	Dehri	1.30	0.04	0.00	...	...	0.00	0.10	0.00	...	1.17	0.01	0.04	0.10	0.00	0.00	0.00	0.00	0.00	0.00	0.00
	Shahganj	0.11	0.04	0.10	...	...	0.00	0.10	0.00	...	0.10	0.10	0.10	0.10	0.10	0.10	0.10	0.10	0.10	0.10	0.10
	Samson	0.20	...	...	...	...	0.00	0.10	...	...	0.10	0.10	0.10	0.10	0.10	0.10	0.10	0.10	0.10	0.10	0.10
	Arrah	...	...	...	...	...	0.00	0.10	...	...	0.10	0.10	0.10	0.10	0.10	0.10	0.10	0.10	0.10	0.10	0.10
	Maharaja	...	...	...	...	...	0.00	0.10	...	...	0.10	0.10	0.10	0.10	0.10	0.10	0.10	0.10	0.10	0.10	0.10
	Khetri	...	...	...	...	...	0.00	0.10	...	...	0.10	0.10	0.10	0.10	0.10	0.10	0.10	0.10	0.10	0.10	0.10
	Samson	0.05	...	...	...	...	0.00	0.10	...	...	0.10	0.10	0.10	0.10	0.10	0.10	0.10	0.10	0.10	0.10	0.10
	Kamth	0.03	0.05	0.00	...	...	0.00	0.10	...	...	0.10	0.10	0.10	0.10	0.10	0.10	0.10	0.10	0.10	0.10	0.10
	Shahganj	0.01	0.10	0.00	...	...	0.04	0.10	...	...	0.00	0.00	0.10	...	0.00	0.00	0.00	0.00	0.00	0.00	0.00
	Samson	0.05	0.00	...	...	...	0.00	0.10	...	...	0.10	0.10	0.10	0.10	0.10	0.10	0.10	0.10	0.10	0.10	0.10
	Barh	0.00	0.18	0.15	...	...	0.00	0.10	...	...	0.00	0.00	0.07	...	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Bihar	Gopalsanj	...	...	0.20	...	...	0.30	...	...	...	...	1.05	0.23	0.75	0.20	0.40	0.00	0.00	0.00	0.00	0.00
	Bihar	...	...	0.27	...	...	0.10	0.00	...	...	0.07	0.00	0.10	0.20	0.20	0.00	0.00	0.00	0.00	0.00	0.00
	Erna	0.12	0.14	...	...	...	0.20	...	...	...	0.20	0.00	0.10	0.20	0.20	0.00	0.00	0.00	0.00	0.00	0.00
	Chopra	0.01	...	0.00	...	...	0.40	1.20	...	0.00	1.00	1.00	0.20	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
	Shahganj	...	0.01	0.00	...	...	0.15	...	...	0.00	0.10	0.10	0.10	0.10	0.10	0.10	0.10	0.10	0.10	0.10	0.10
	Amroha	...	...	0.00	...	...	0.20	...	...	...	0.00	0.00	0.20	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
	Amroha	0.03	...	...	...	...	0.00	...	...	...	0.00	0.00	0.20	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
	Dehri	0.00	...	0.20	...	...	0.00	...	...	0.00	1.00	0.00	0.20	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
	Shahganj	...	...	0.00	...	...	0.20	...	...	...	0.00	0.00	0.20	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
	Erna	...	...	0.07	...	...	0.10	...	...	...	0.00	0.00	0.20	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Champaran	Modhara	0.00	...	...	...	...	1.00	0.00	0.00	...	0.00	...	0.20	0.20	0.20	0.00	0.00	0.00	0.00	0.00	0.00
	Barh	...	...	...	...	...	0.00	0.00	...	...	0.00	0.00	0.20	0.20	0.20	0.00	0.00	0.00	0.00	0.00	0.00
	Barh	...	...	0.00	...	...	0.10	0.00	...	...	0.00	0.00	0.20	0.20	0.20	0.00	0.00	0.00	0.00	0.00	0.00
	Barh	...	...	0.00	...	...	0.10	0.00	...	...	0.00	0.00	0.20	0.20	0.20	0.00	0.00	0.00	0.00	0.00	0.00
	Barh	...	...	...	...	...	0.10	0.00	...	...	0.00	0.00	0.20	0.20	0.20	0.00	0.00	0.00	0.00	0.00	0.00
Muzaffarpur	Shahganj	0.00	...	...	...	...	0.00	...	...	...	0.00	0.00	0.20	0.20	0.20	0.00	0.00	0.00	0.00	0.00	0.00
	Shahganj	0.01	0.00	0.00	...	...	0.10	0.00	0.00	...	0.10	0.00	0.20	0.20	0.20	0.00	0.00	0.00	0.00	0.00	0.00
	Shahganj	0.01	0.00	0.00	...	...	0.10	0.00	0.00	...	0.10	0.00	0.20	0.20	0.20	0.00	0.00	0.00	0.00	0.00	0.00
	Shahganj	0.01	0.00	0.00	...	...	0.10	0.00	0.00	...	0.10	0.00	0.20	0.20	0.20	0.00	0.00	0.00	0.00	0.00	0.00
	Shahganj	0.01	0.00	0.00	...	...	0.10	0.00	0.00	...	0.10	0.00	0.20	0.20	0.20	0.00	0.00	0.00	0.00	0.00	0.00
Darbhanga	Tajpur (Bihar)	0.00	0.10	0.10	...	...	0.11	0.00	0.00	0.00	0.00	0.00	0.20	0.20	0.20	0.00	0.00	0.00	0.00	0.00	0.00
	Darbhanga	0.07	...	0.00	...	...	0.00	0.00	0.00	0.00	0.00	0.00	0.20	0.20	0.20	0.00	0.00	0.00	0.00	0.00	0.00
	Darbhanga	0.00	0.00	...	...	...	0.00	0.00	0.00	0.00	0.00	0.00	0.20	0.20	0.20	0.00	0.00	0.00	0.00	0.00	0.00
	Darbhanga	0.00	0.00	...	...	...	0.00	0.00	0.00	0.00	0.00	0.00	0.20	0.20	0.20	0.00	0.00	0.00	0.00	0.00	0.00
	Darbhanga	0.00	0.00	...	...	...	0.00	0.00	0.00	0.00	0.00	0.00	0.20	0.20	0.20	0.00	0.00	0.00	0.00	0.00	0.00
Monghyr	Bahadur	...	0.00	0.00	...	...	0.10	0.00	0.00	0.00	0.00	0.00	0.20	0.20	0.20	0.00	0.00	0.00	0.00	0.00	0.00
	Monghyr	...	0.00	0.00	...	...	0.10	0.00	0.00	0.00	0.00	0.00	0.20	0.20	0.20	0.00	0.00	0.00	0.00	0.00	0.00
	Jamui	...	0.00	0.00	...	...	0.10	0.00	0.00	0.00	0.00	0.00	0.20	0.20	0.20	0.00	0.00	0.00	0.00	0.00	0.00
	Jamui	...	0.00	0.00	...	...	0.10	0.00	0.00	0.00	0.00	0.00	0.20	0.20	0.20	0.00	0.00	0.00	0.00	0.00	0.00
	Jamui	...	0.00	0.00	...	...	0.10	0.00	0.00	0.00	0.00	0.00	0.20	0.20	0.20	0.00	0.00	0.00	0.00	0.00	0.00
Shahganj	Modhara	...	0.00	0.00	...	...	0.10	0.00	0.00	0.00	0.00	0.00	0.20	0.20	0.20	0.00	0.00	0.00	0.00	0.00	0.00
	Modhara	...	0.00	0.00	...	...	0.10	0.00	0.00	0.00	0.00	0.00	0.20	0.20	0.20	0.00	0.00	0.00	0.00	0.00	0.00
	Modhara	...	0.00	0.00	...	...	0.10	0.00	0.00	0.00	0.00	0.00	0.20	0.20	0.20	0.00	0.00	0.00	0.00	0.00	0.00
	Modhara	...	0.00	0.00	...	...	0.10	0.00	0.00	0.00	0.00	0.00	0.20	0.20	0.20	0.00	0.00	0.00	0.00	0.00	0.00
	Modhara	...	0.00	0.00	...	...	0.10	0.00	0.00	0.00	0.00	0.00	0.20	0.20	0.20	0.00	0.00	0.00	0.00	0.00	0.00
Patna	Kishanganj	...	0.10	0.10	...	...	0.10	0.00	0.00	0.00	0.00	0.00	0.20	0.20	0.20	0.00	0.00	0.00	0.00	0.00	0.00
	Patna	...	0.10	0.10	...	...	0.10	0.00	0.00	0.00	0.00	0.00	0.20	0.20	0.20	0.00	0.00	0.00	0.00	0.00	0.00
	Patna	...	0.10	0.10	...	...	0.10	0.00	0.00	0.00	0.00	0.00	0.20	0.20	0.20	0.00	0.00	0.00	0.00	0.00	0.00
	Patna	...	0.10	0.10	...	...	0.10	0.00	0.00	0.00	0.00	0.00	0.20	0.20	0.20	0.00	0.00	0.00	0.00	0.00	0.00
	Patna	...	0.10	0.10	...	...	0.10	0.00	0.00	0.00	0.00	0.00	0.20	0.20	0.20	0.00	0.00	0.00	0.00	0.00	0.00
Maidi	Maidi	0.00	0.00	0.00	...	...	0.10	0.00	0.00	0.00	0.00	0.00	0.20	0.20	0.20	0.00	0.00	0.00	0.00	0.00	0.00
	Maidi	...	0.00	0.00	...	...	0.10	0.00	0.00	0.00	0.00	0.00	0.20	0.20	0.20	0.00	0.00	0.00	0.00	0.00	0.00
	Maidi	...	0.00	0.00	...	...	0.10	0.00	0.00	0.00	0.00	0.00	0.20	0.20	0.20	0.00	0.00	0.00	0.00	0.00	0.00
	Maidi	...	0.00	0.00	...	...	0.10	0.00	0.00	0.00	0.00	0.00	0.20	0.20							

Cal September in 1902—continued.

1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50	51	52	53	54	55	56	57	58	59	60	61	62	63	64	65	66	67	68	69	70	71	72	73	74	75	76	77	78	79	80	81	82	83	84	85	86	87	88	89	90	91	92	93	94	95	96	97	98	99	100	101	102	103	104	105	106	107	108	109	110	111	112	113	114	115	116	117	118	119	120	121	122	123	124	125	126	127	128	129	130	131	132	133	134	135	136	137	138	139	140	141	142	143	144	145	146	147	148	149	150	151	152	153	154	155	156	157	158	159	160	161	162	163	164	165	166	167	168	169	170	171	172	173	174	175	176	177	178	179	180	181	182	183	184	185	186	187	188	189	190	191	192	193	194	195	196	197	198	199	200	201	202	203	204	205	206	207	208	209	210	211	212	213	214	215	216	217	218	219	220	221	222	223	224	225	226	227	228	229	230	231	232	233	234	235	236	237	238	239	240	241	242	243	244	245	246	247	248	249	250	251	252	253	254	255	256	257	258	259	260	261	262	263	264	265	266	267	268	269	270	271	272	273	274	275	276	277	278	279	280	281	282	283	284	285	286	287	288	289	290	291	292	293	294	295	296	297	298	299	300	301	302	303	304	305	306	307	308	309	310	311	312	313	314	315	316	317	318	319	320	321	322	323	324	325	326	327	328	329	330	331	332	333	334	335	336	337	338	339	340	341	342	343	344	345	346	347	348	349	350	351	352	353	354	355	356	357	358	359	360	361	362	363	364	365	366	367	368	369	370	371	372	373	374	375	376	377	378	379	380	381	382	383	384	385	386	387	388	389	390	391	392	393	394	395	396	397	398	399	400	401	402	403	404	405	406	407	408	409	410	411	412	413	414	415	416	417	418	419	420	421	422	423	424	425	426	427	428	429	430	431	432	433	434	435	436	437	438	439	440	441	442	443	444	445	446	447	448	449	450	451	452	453	454	455	456	457	458	459	460	461	462	463	464	465	466	467	468	469	470	471	472	473	474	475	476	477	478	479	480	481	482	483	484	485	486	487	488	489	490	491	492	493	494	495	496	497	498	499	500	501	502	503	504	505	506	507	508	509	510	511	512	513	514	515	516	517	518	519	520	521	522	523	524	525	526	527	528	529	530	531	532	533	534	535	536	537	538	539	540	541	542	543	544	545	546	547	548	549	550	551	552	553	554	555	556	557	558	559	560	561	562	563	564	565	566	567	568	569	570	571	572	573	574	575	576	577	578	579	580	581	582	583	584	585	586	587	588	589	590	591	592	593	594	595	596	597	598	599	600	601	602	603	604	605	606	607	608	609	610	611	612	613	614	615	616	617	618	619	620	621	622	623	624	625	626	627	628	629	630	631	632	633	634	635	636	637	638	639	640	641	642	643	644	645	646	647	648	649	650	651	652	653	654	655	656	657	658	659	660	661	662	663	664	665	666	667	668	669	670	671	672	673	674	675	676	677	678	679	680	681	682	683	684	685	686	687	688	689	690	691	692	693	694	695	696	697	698	699	700	701	702	703	704	705	706	707	708	709	710	711	712	713	714	715	716	717	718	719	720	721	722	723	724	725	726	727	728	729	730	731	732	733	734	735	736	737	738	739	740	741	742	743	744	745	746	747	748	749	750	751	752	753	754	755	756	757	758	759	760	761	762	763	764	765	766	767	768	769	770	771	772	773	774	775	776	777	778	779	780	781	782	783	784	785	786	787	788	789	790	791	792	793	794	795	796	797	798	799	800	801	802	803	804	805	806	807	808	809	810	811	812	813	814	815	816	817	818	819	820	821	822	823	824	825	826	827	828	829	830	831	832	833	834	835	836	837	838	839	840	841	842	843	844	845	846	847	848	849	850	851	852	853	854	855	856	857	858	859	860	861	862	863	864	865	866	867	868	869	870	871	872	873	874	875	876	877	878	879	880	881	882	883	884	885	886	887	888	889	890	891	892	893	894	895	896	897	898	899	900	901	902	903	904	905	906	907	908	909	910	911	912	913	914	915	916	917	918	919	920	921	922	923	924	925	926	927	928	929	930	931	932	933	934	935	936	937	938	939	940	941	942	943	944	945	946	947	948	949	950	951	952	953	954	955	956	957	958	959	960	961	962	963	964	965	966	967	968	969	970	971	972	973	974	975	976	977	978	979	980	981	982	983	984	985	986	987	988	989	990	991	992	993	994	995	996	997	998	999	1000	1001	1002	1003	1004	1005	1006	1007	1008	1009	1010	1011	1012	1013	1014	1015	1016	1017	1018	1019	1020	1021	1022	1023	1024	1025	1026	1027	1028	1029	1030	1031	1032	1033	1034	1035	1036	1037	1038	1039	1040	1041	1042	1043	1044	1045	1046	1047	1048	1049	1050	1051	1052	1053	1054	1055	1056	1057	1058	1059	1060	1061	1062	1063	1064	1065	1066	1067	1068	1069	1070	1071	1072	1073	1074	1075	1076	1077	1078	1079	1080	1081	1082	1083	1084	1085	1086	1087	1088	1089	1090	1091	1092	1093	1094	1095	1096	1097	1098	1099	1100	1101	1102	1103	1104	1105	1106	1107	1108	1109	1110	1111	1112	1113	1114	1115	1116	1117	1118	1119	1120	1121	1122	1123	1124	1125	1126	1127	1128	1129	1130	1131	1132	1133	1134	1135	1136	1137	1138	1139	1140	1141	1142	1143	1144	1145	1146	1147	1148	1149	1150	1151	1152	1153	1154	1155	1156	1157	1158	1159	1160	1161	1162	1163	1164	1165	1166	1167	1168	1169	1170	1171	1172	1173	1174	1175	1176	1177	1178	1179	1180	1181	1182	1183	1184	1185	1186	1187	1188	1189	1190	1191	1192	1193	1194	1195	1196	1197	1198	1199	1200	1201	1202	1203	1204	1205	1206	1207	1208	1209	1210	1211	1212	1213	1214	1215	1216	1217	1218	1219	1220	1221	12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Table of Rainfall recorded at the

Division.	District.	Station.	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19
Bhagalpur Division.	Bhagalpur District.	Amroha	0.05	0.10	0.15	0.20	0.25	0.30	0.35	0.40	0.45	0.50	0.55	0.60	0.65	0.70	0.75	0.80	0.85	0.90	0.95
		Kashipur	0.05	0.10	0.15	0.20	0.25	0.30	0.35	0.40	0.45	0.50	0.55	0.60	0.65	0.70	0.75	0.80	0.85	0.90	0.95
		Kashipur	0.05	0.10	0.15	0.20	0.25	0.30	0.35	0.40	0.45	0.50	0.55	0.60	0.65	0.70	0.75	0.80	0.85	0.90	0.95
		Kashipur	0.05	0.10	0.15	0.20	0.25	0.30	0.35	0.40	0.45	0.50	0.55	0.60	0.65	0.70	0.75	0.80	0.85	0.90	0.95
		Kashipur	0.05	0.10	0.15	0.20	0.25	0.30	0.35	0.40	0.45	0.50	0.55	0.60	0.65	0.70	0.75	0.80	0.85	0.90	0.95
		Kashipur	0.05	0.10	0.15	0.20	0.25	0.30	0.35	0.40	0.45	0.50	0.55	0.60	0.65	0.70	0.75	0.80	0.85	0.90	0.95
		Kashipur	0.05	0.10	0.15	0.20	0.25	0.30	0.35	0.40	0.45	0.50	0.55	0.60	0.65	0.70	0.75	0.80	0.85	0.90	0.95
		Kashipur	0.05	0.10	0.15	0.20	0.25	0.30	0.35	0.40	0.45	0.50	0.55	0.60	0.65	0.70	0.75	0.80	0.85	0.90	0.95
		Kashipur	0.05	0.10	0.15	0.20	0.25	0.30	0.35	0.40	0.45	0.50	0.55	0.60	0.65	0.70	0.75	0.80	0.85	0.90	0.95
		Kashipur	0.05	0.10	0.15	0.20	0.25	0.30	0.35	0.40	0.45	0.50	0.55	0.60	0.65	0.70	0.75	0.80	0.85	0.90	0.95
Bhagalpur Division.	Bhagalpur District.	Kashipur	0.05	0.10	0.15	0.20	0.25	0.30	0.35	0.40	0.45	0.50	0.55	0.60	0.65	0.70	0.75	0.80	0.85	0.90	0.95
		Kashipur	0.05	0.10	0.15	0.20	0.25	0.30	0.35	0.40	0.45	0.50	0.55	0.60	0.65	0.70	0.75	0.80	0.85	0.90	0.95
		Kashipur	0.05	0.10	0.15	0.20	0.25	0.30	0.35	0.40	0.45	0.50	0.55	0.60	0.65	0.70	0.75	0.80	0.85	0.90	0.95
		Kashipur	0.05	0.10	0.15	0.20	0.25	0.30	0.35	0.40	0.45	0.50	0.55	0.60	0.65	0.70	0.75	0.80	0.85	0.90	0.95
		Kashipur	0.05	0.10	0.15	0.20	0.25	0.30	0.35	0.40	0.45	0.50	0.55	0.60	0.65	0.70	0.75	0.80	0.85	0.90	0.95
		Kashipur	0.05	0.10	0.15	0.20	0.25	0.30	0.35	0.40	0.45	0.50	0.55	0.60	0.65	0.70	0.75	0.80	0.85	0.90	0.95
		Kashipur	0.05	0.10	0.15	0.20	0.25	0.30	0.35	0.40	0.45	0.50	0.55	0.60	0.65	0.70	0.75	0.80	0.85	0.90	0.95
		Kashipur	0.05	0.10	0.15	0.20	0.25	0.30	0.35	0.40	0.45	0.50	0.55	0.60	0.65	0.70	0.75	0.80	0.85	0.90	0.95
		Kashipur	0.05	0.10	0.15	0.20	0.25	0.30	0.35	0.40	0.45	0.50	0.55	0.60	0.65	0.70	0.75	0.80	0.85	0.90	0.95
		Kashipur	0.05	0.10	0.15	0.20	0.25	0.30													

Bengal in September 1902—continued.

No.	Station.	Distance.	Deviation.	Meaningful Direction.
128	128	0.45		
129	129	0.75		
130	130	0.95		
131	131	0.95		
132	132	0.95		
133	133	0.95		
134	134	0.95		
135	135	0.95		
136	136	0.95		
137	137	0.95		
138	138	0.95		
139	139	0.95		
140	140	0.95		
141	141	0.95		
142	142	0.95		
143	143	0.95		
144	144	0.95		
145	145	0.95		
146	146	0.95		
147	147	0.95		
148	148	0.95		
149	149	0.95		
150	150	0.95		
151	151	0.95		
152	152	0.95		
153	153	0.95		
154	154	0.95		
155	155	0.95		
156	156	0.95		
157	157	0.95		
158	158	0.95		
159	159	0.95		
160	160	0.95		
161	161	0.95		
162	162	0.95		
163	163	0.95		
164	164	0.95		
165	165	0.95		
166	166	0.95		
167	167	0.95		
168	168	0.95		
169	169	0.95		
170	170	0.95		
171	171	0.95		
172	172	0.95		
173	173	0.95		
174	174	0.95		
175	175	0.95		
176	176	0.95		
177	177	0.95		
178	178	0.95		
179	179	0.95		
180	180	0.95		
181	181	0.95		
182	182	0.95		
183	183	0.95		
184	184	0.95		
185	185	0.95		
186	186	0.95		
187	187	0.95		
188	188	0.95		
189	189	0.95		
190	190	0.95		
191	191	0.95		
192	192	0.95		
193	193	0.95		
194	194	0.95		
195	195	0.95		
196	196	0.95		
197	197	0.95		
198	198	0.95		
199	199	0.95		
200	200	0.95		

**SUMMARY OF THE METEOROLOGICAL AND RAINFALL OBSERVATIONS
TAKEN IN BENGAL, AND OF THE METEOROLOGICAL OBSERVA-
TIONS TAKEN IN ASSAM, FOR THE MONTH OF SEPTEMBER 1902.**

Soon after the middle of August a period of unsettled weather commenced over the Bay. Shallow depressions formed in rapid succession, and though not causing very strong winds over the Bay, they caused general rainfall inland during their westward passage. The latter part of that month was therefore distinguished by well-marked south-west monsoon conditions over both the Bay and the Province.

These conditions continued for some time during September, and rainfall was copious in all divisions of the Province except Orissa. The probable reason for the deficiency in Orissa may be found in the course followed by the depressions. They moved more into the north-west angle of the Bay than usual; and instead of passing directly across Orissa, they skirted its northern boundary. In following that direction they moved well into the central parts of Bengal, which in consequence received frequent and at times heavy rainfall.

The most noticeable feature in the rainfall distribution is the heavy falls in the northern districts, more especially in North Bengal, where more or less heavy rain was of almost daily occurrence, even when weather was generally settled. The average fall for the whole of North Bengal was 25 inches—nearly 10 inches in excess, and in Bihar the fall was 14 inches, or 4 inches in excess.

The general rainfall was in the main due to three depressions which formed in the north of the Bay—two in the early part of the month and the third towards the end. The first was a fairly well-developed disturbance on the 1st with a centre almost due east from Kalse Point and defect of between 15 and 2 inch in the central area, which lay over the north-west angle of the Bay. This depression followed the usual course to the north-west—very similar to that of its predecessors in August, and though rainfall was fairly general in Bengal after the passage inland, it was not heavy except at some of the western stations. While over the Bay the disturbance was slight, the strongest winds being 19 miles an hour at Diamond Island and Saugor Island on the 1st when a rather steep pressure gradient prevailed.

Pressure rose briskly on the 2nd and 3rd, and the distribution had become normal or slightly above except in the extreme south-east of the Bay, where the second disturbance was beginning. Pressure was falling in Burma; the winds were north-westerly, showing the probable approach of a low-pressure area, and very heavy rain fell at Tavoy. At that time the depression was very slight, and between the 3rd and 5th it was only faintly outlined by the coast observations. But on the 6th it was better defined over the north-west angle of the Bay, with a moderately steep gradient towards the south-east.

Up to the 6th the motion of the disturbance had been in the usual north-westerly direction; after that, however, a change occurred, which had an important influence on the rainfall distribution in Bengal. From the north-west angle it moved slowly northwards into the central districts, and there it almost entirely filled up, with general heavy rain in Bengal Proper. The period over which the rainfall due to that depression extended was from the 6th to the 11th in Lower Bengal, and somewhat longer in the northern districts.

After a rapid rise of pressure on the 9th and 10th, the depression had not only disappeared, but a moderate excess had developed over the Province. The pressure gradient over the Bay was less steep than usual, and comparatively settled weather prevailed. Rainfall was light and scattered in the southern districts, but in North Bengal heavy rain fell almost daily and at times extended westward into Bihar.

During the third week unsettled conditions reappeared over the Bay. Pressure was uniform or relatively low over the sea area, and light northerly winds continued from day to day both on the east coast and in parts of the west coast. This faint disturbance developed very slowly, and for a day or two about the 21st had almost disappeared, but from the 22nd, when the central area was near the head of the Bay, development became more rapid. The depression was still shallow on the 24th, when the centre was a short distance to the south of Saugor Island, and after rapid changes of pressure during the following 24 hours, a well-defined cyclonic disturbance was influencing weather over the Province and the head of the Bay.

The rapid deepening of the depression between the 24th and 25th is difficult to account for, but the pressure changes on the latter date were of the kind that would suggest the

movement of a depression from the north-east to south-west; that is, a rapid rise of pressure was shown over Assam and North Bengal and a rapid fall in South-West Bengal and Chota Nagpur, while on the Orissa coast and apparently over the north of the Bay changes were much smaller. The heavy rainfall in North Bengal and the low temperature showed that weather was unsettled in the north-eastern districts, and the rapid steepening of the pressure gradient from north to south over the Province supports the probability that the sudden development of the disturbance between the 24th and 25th was due to the junction of two small depressions—one from the Bay and the other from the north-east.

During the 25th the depression moved rapidly northwards, and on the morning of the 26th the central area was in the west of Bihar. The course followed was probably curved, and it is probable that the centre of the depression approached the Himalayas in a north-easterly direction. On reaching the hills the disturbance, as usual, to a large extent broke up, but there followed what is not so usual: a residual depression moved eastward along or parallel to the Himalayan range, and was shown in the extreme east of the Brahmaputra valley on the 26th.

The chief features of this disturbance were (1) it caused very little squally weather over the Bay, and it was only after the development on the 25th that strongish winds were experienced near the head of the Bay; (2) in its passage northwards over the western districts, and then eastward over Bihar and North Bengal heavy rainfall was general, more especially in North Bengal, where the after effects of the disturbance were experienced.

On the 28th pressure was still low along the Himalayas, but a rapid rise followed on the 29th, and all trace of the depression had then disappeared. The month closed with high pressure over the whole area and general fine dry weather.

Pressure for the whole month was practically normal over both the Province and the Bay. In the western districts, which came more under the influence of the depressions, means are relatively somewhat lower than in the north-east, but the variation is nowhere more than $\cdot 02$ inch.

Depressions occurred more frequently than usual, especially in the early part of the month, but they were shallow except in the last case, towards the end of the month, when defect in the central area was about $\cdot 3$ inch.

Temperature was more frequently above the normal in the southern districts, but in the north, where cloudy rainy weather was almost continuous, both maximum and minimum readings remained low, though not usually to any great extent. The variation from normal maximum temperature for the whole month varies from excess of 1° in South-West Bengal to defect of less than 1° in North Bengal. The variation in minimum temperature is very similar, but the defect extends westward into Bihar and is rather larger in North Bengal.

The mean variation was excess of 1° in South-West Bengal, Orissa, and Chota Nagpur, and defect of about 1° in North Bengal. Elsewhere mean temperature was practically normal.

Rainfall over the Province as a whole occurred in three periods except in North Bengal and the adjacent part of Bihar, where it was almost continuous and frequently heavy. In the first of these, that is, during the early days of the month, general light rainfall occurred, chiefly in the western districts because the depression to which it was due moved rapidly westward. On the second occasion about a week later the depression passed into the central districts and filled up there. In consequence the rainfall in Bengal was more general and heavy than during the previous disturbance. On the third, towards the end of the month, heavy rain fell in all parts of the Province, but more especially in the western and northern districts. The heaviest falls reported were 15 inches at Mongpoo, 12 inches at Darjeeling, Kalimpong, and Kurseong. Many stations received between 5 and 10 inches in 24 hours between the 25th and 27th, and one or two scattered stations in the western districts reported falls exceeding 10 inches.

The average fall was 25 inches in North Bengal, 13.6 in Bihar, 12.5 in East Bengal, 12 in Chota Nagpur, about 10 in South-West Bengal, and 7.3 in Orissa. These amounts are all in excess of the normal except the last, which is more than three inches in defect. Lower Bengal received about the normal amount, and there was a large excess in Chota Nagpur, Bihar, and North Bengal, especially North Bengal, where it was just under 10 inches.

The following table gives a condensed summary of the rainfall statistics of the present year up to date for each meteorological division, the first nine columns giving the actual average falls in each division for each month expressed as a percentage of the normal, while

1834 SUPPLEMENT TO THE CALCUTTA GAZETTE, OCTOBER 22, 1902.

the tenth column gives the actual rainfall of the first nine months as a percentage of the normal rainfall for that period :—

Metropolitan Divisions.	January.	February.	March.	April.	May.	June.	July.	August.	September.	Actual rainfall of first nine months of 1902 expressed as a percentage of the normal fall for the period.
South-West Bengal	NR1	3	153	150	130	57	110	89	104	100
North Bengal	11	3	361	154	113	108	112	123	102	125
East Bengal	NR1	1	85	308	127	131	129	92	111	124
Bihar	13	6	248	177	90	60	111	71	104	87
Orissa	104	1	97	318	82	68	109	103	70	102
Chota Nagpur	31	41	33	116	118	23	111	69	143	20

The following table contains full data for the comparison of the actual and normal rainfall of the month of September in all districts of the Province :—

Percentage Table for September 1902.

DIVISION.	DISTRICTS.	Normal district rainfall for September.	Actual district rainfall for September 1902.	Percentage of actual to normal rainfall.	Percentage, the actual, to normal, in the district.
South-West Bengal	Burdwan	2.40	8.84	369	+ 1
	Birbhum	10.87	13.55	124	+ 43
	Bankura	3.70	5.24	72	+ 25
	Midnapore	9.89	6.74	70	+ 30
	Hooghly	8.36	9.02	102	+ 9
	Howrah	9.45	8.90	94	+ 38
	24 Parganas	10.04	9.08	90	+ 10
	Calcutta	10.60	6.93	65	+ 22
	Nadia	3.48	9.41	111	+ 11
	Murshidabad	9.35	14.01	150	+ 40
	Jessore	8.46	12.33	145	+ 44
	Khulna	9.55	9.73	102	+ 3
	Haibabadi	10.80	12.43	119	+ 13
	Dinajpur	13.03	13.33	141	+ 41
North Bengal	Jalpaiguri	23.00	43.92	191	+ 91
	Darjeeling	12.29	45.90	233	+ 133
	Cooch Behar	31.60	39.41	183	+ 43
	Rangpur	14.10	20.10	143	+ 43
	Bogra	10.25	16.87	164	+ 64
	Pabna	9.49	15.56	163	+ 63
	Dacca	9.06	13.59	139	+ 29
	Mymensingh	12.73	11.47	90	+ 10
East Bengal	Faridpur	6.23	11.89	144	+ 44
	Backergunge	11.35	16.90	140	+ 40
	Tippura	9.49	9.68	101	+ 1
	Noakhali	14.16	13.49	95	+ 7
	Chittagong	12.24	14.06	115	+ 15
	Chittagong Hill Tracts	11.67	9.92	85	+ 15
	Patna	7.20	13.70	178	+ 78
	Gaya	6.53	11.07	169	+ 69
Bihar	Bahabad	6.56	10.23	151	+ 51
	Saran	8.20	13.07	159	+ 59
	Champaran	4.83	13.70	186	+ 86
	Muzaffarpur	8.17	12.64	155	+ 55
	Darbhanga	10.06	12.27	122	+ 22
	Monghyr	9.57	11.70	122	+ 22
	Bhagalpur	10.19	13.33	130	+ 30
	Purnea	15.43	17.24	112	+ 12
Orissa	Malda	11.54	12.00	104	+ 4
	Southal Parganas	11.10	14.36	129	+ 29
	Cuttack	10.19	7.50	74	+ 36
	Balasore	11.28	7.50	67	+ 33
	Puri	9.80	8.83	70	+ 30
	Hasaribagh	8.57	13.51	151	+ 51
	Ranchi	8.30	10.54	127	+ 27
	Palamau	7.64	12.55	164	+ 64
Chota Nagpur	Manbhum	8.55	14.99	175	+ 75
	Singbhum	8.17	9.55	117	+ 17

The following table gives the summary of the temperature and rainfall data of each of the seven meteorological divisions of the Province for the month of September 1902:—

METEOROLOGICAL DIVISIONS.				TEMPERATURE.					RAINFALL.								
				Highest observed during month.	Lowest observed during month.	Averages for month.			Average mean of month above or below normal mean of month.	Of month.		Rainy days.			Since 15th May 1902.		
						Of highest of each day.	Of lowest of each day.	Of mean for each day.		Average.	Normal average.	Variation.	Average number in month.	Normal average number in month.	Variation.	Average.	Normal average.
North-West Bengal	84.2	71.8	80.9	78.8	84.3	+0.9	9.83	9.28	+0.55	11.98	11.58	+0.40	43.08	47.08			
North Bengal	86.9	70.8	85.8	70.9	81.6	-0.8	24.74	15.27	+9.47	17.37	13.19	+4.17	58.83	71.85			
East Bengal	92.9	73.1	87.0	73.0	83.8	+0.8	12.47	11.30	+1.17	14.18	13.83	+0.35	80.26	68.32			
Other	80.2	70.8	86.8	77.8	83.3	-0.2	13.64	8.66	+4.98	13.60	9.47	+4.13	43.07	44.13			
Dacca	84.9	74.1	89.2	78.9	84.8	+0.8	7.88	10.48	-2.60	10.00	12.25	-2.25	46.07	48.19			
Chittagong	88.8	68.4	87.1	74.8	81.0	+1.0	11.78	8.31	+3.47	11.48	10.97	+0.51	38.20	40.98			
Assam	87.6	69.2	88.2	78.1	81.4	-0.3											

* Purlia not included.

METEOROLOGICAL OFFICE, BENGAL,
The 21st October 1902.

O. LITTLE,
Meteorological Reporter to the Govt. of Bengal.

Results of the Meteorological Observations taken at the Aupore Observatory from
12th to 18th October 1902.

Month.	Date.	Maximum in sun.	Number of hours of bright sunshine.	Mean pressure barometer at 25° Fahr.	TEMPERATURE.				HYGROMETRY.				Wind.	Miles recorded.	Rain.	Waves.
					Mean.	Maximum.	Range.	Minimum.	Mean wet bulb.	Vapour tension.	Dew point.	Humidity.				
1902.				Inches.						Inches.						
Oct.	12th	151.6	8.3	29.990	82.3	93.0	17.6	75.6	77.0	0.834	74.3	79	SW by W and NW by W.	66	Nil	Chiefly calm.
"	13th	145.5	8.2	29.933	81.5	91.0	16.3	75.2	76.3	0.829	73.6	79	NW by W and SW by S.	63	"	Chiefly calm.
"	14th	149.2	6.1	29.911	80.3	89.8	15.7	74.1	76.3	0.856	74.5	83	SW by S and variable.	50	0.01	Partially calm.
"	15th	145.4	7.8	29.917	80.3	88.7	13.9	75.0	75.4	0.815	73.1	80	NNW and WNW	72	Nil	Partially calm.
"	16th	143.1	7.8	29.919	79.3	89.1	16.8	72.3	73.4	0.745	70.5	75	NW and calm	49	"	Chiefly calm.
"	17th	142.9	6.6	29.948	81.7	89.2	17.1	73.1	74.9	0.775	71.6	72	SW, SW by W and calm.	■	"	Chiefly calm.
"	18th	144.0	8.5	29.909	81.8	88.8	14.5	74.1	74.8	0.770	71.6	73	E and NNW	68	"	Clear.

The mean pressure of the seven days ...	...	...	29.931
The average pressure of the corresponding period for 24 years, Surveyor-General's Office ...	...	...	29.846
The total number of hours of bright sunshine ...	...	...	549
The maximum possible number of hours of sunshine ...	...	...	812
The mean temperature of the seven days ...	...	...	81.0
The average temperature of the corresponding period for 24 years, Surveyor-General's Office ...	...	...	82.3
The extreme variation of temperature ...	...	...	30.7
The maximum temperature ...	...	...	93.0
The highest velocity of the wind in one hour ...	...	...	14
The mean relative humidity ...	...	...	77
The average relative humidity of the corresponding period for 24 years, Surveyor-General's Office ...	...	...	79
The total fall of rain from 12th to 18th October 1902...	...	...	0.01
The average fall of the corresponding period for 24 years, Surveyor-General's Office ...	...	...	0.79
The total fall from 1st January to 18th October 1902 ...	...	...	58.97
The average fall of the corresponding period for 24 years, Surveyor-General's Office ...	...	...	62.23

The mean pressure, temperature, &c., are deduced from the traces of the Barograph and Thermograph and from eye observations.

The maximum and minimum temperatures are obtained from self-registering thermometers. All thermometers are verified, and the readings have been corrected to a standard constructed and verified at Kew Observatory. They are exposed under a thatched shed open at the sides, and are suspended four feet above the ground.

The barometer readings are corrected approximately to those of the standard, Newman's No. 86, for use at the Surveyor-General's Office.

The hygrometric elements are obtained from Tables III, IV, and V of the official tables computed by the Meteorological Office, and based on Regnault's modifications of August's formula.

The directions and the movement of the wind are taken from the trace of a Beakley's anemograph. The mouth of the rain-gauge is one foot above the ground.

a dew; d, drizzling rain.

METEOROLOGICAL OFFICE, GOVT. OF INDIA;
Alipore (Calcutta), 14th 30th October 1902.

G. W. KÜHNLE,
for Meteorological Reporter to the Govt. of India
and Director-General of Indian Observations

GOVERNMENT OF BENGAL, IRRIGATION DEPARTMENT.

Approximate Return of Traffic on the Circular and Eastern Canals for the week ending Saturday, the 4th October 1902, as compared with the corresponding week of the previous year.

NATURE OF CARGO.	WEEK ENDING SATURDAY, THE 4TH OCTOBER 1902.			WEEK ENDING SATURDAY, THE 4TH OCTOBER 1901.		
	Number of boats.	Weight of cargo.	Tollage.	Number of boats.	Weight of cargo.	Tollage.
		Mds.	Rs.		Mds.	Rs.
Rice and paddy	723	41,775	629	604	37,900	1,280
Jute	424	79,976*	1,842	441	1,07,325†	1,700
Firewood	68	38,036	583	84	44,926	666
Other articles	318	1,76,810	2,080	717	1,81,450	1,984
Total	2,033	3,36,596	4,513	1,916	4,21,600	5,600

* Weight by canal measurement, 72,525 maunds.
† Ditto ditto, 1,06,500 "

GOVERNMENT OF BENGAL, IRRIGATION DEPARTMENT.

Approximate Return of Traffic on the Circular and Eastern Canals for the week ending Saturday, the 11th October 1902, as compared with the corresponding week of the previous year.

NATURE OF CARGO.	WEEK ENDING SATURDAY, THE 11TH OCTOBER 1902.			WEEK ENDING SATURDAY, THE 11TH OCTOBER 1901.		
	Number of boats.	Weight of cargo.	Tollage.	Number of boats.	Weight of cargo.	Tollage.
		Mds.	Rs.		Mds.	Rs.
Rice and paddy	411	48,875	620	472	88,860	1,340
Jute	294	71,100*	1,160	439	1,26,775†	2,070
Firewood	49	30,100	464	120	70,375	1,280
Other articles	377	1,09,587½	1,216	787	1,52,160	1,720
Total	1,391	2,59,662½	3,459	1,996	4,32,160	6,397

* Weight by canal measurement, 51,469½ maunds.
† Ditto ditto, 1,20,974 "

GOVERNMENT OF BENGAL, IRRIGATION DEPARTMENT.

Approximate Return of Traffic on the Circular and Eastern Canals for the week ending Saturday, the 18th October 1902, as compared with the corresponding week of the previous year.

NATURE OF CARGO.	WEEK ENDING SATURDAY, THE 18TH OCTOBER 1902.			WEEK ENDING SATURDAY, THE 18TH OCTOBER 1901.		
	Number of boats.	Weight of cargo.	Tollage.	Number of boats.	Weight of cargo.	Tollage.
		Mds.	Rs.		Mds.	Rs.
Rice and paddy	616	43,950	924	543	57,810	789
Jute	419	1,02,525*	1,709	432	1,03,735†	1,688
Firewood	121	47,775	714	107	74,800	1,194
Other articles	672	1,23,137½	1,808	784	1,71,777	2,275
Total	1,778	3,27,387½	4,655	1,866	4,08,112	5,917

* Weight by canal measurement, 1,01,136 maunds.
† Ditto ditto, 99,476 "

Weekly Return of Traffic Receipts on Indian Railways.

BENGAL CENTRAL RAILWAY COMPANY, LIMITED.

Approximate Return of Traffic and Mileage for the week ended 27th September 1902 on 182 miles open.

	COACHING TRAFFIC.		MERCHANDISE AND MINERAL TRAFFIC.		Other earnings.	Total earnings.	TRAFFIC TRAIN-MILES RUN.		
	Number of passengers.	Coaching receipts.	Weight carried.	Receipts.			Coaching.	Merchandise.	Total.
		Rs. A. P.	Mds. S.	Rs. A. P.	Rs. A. P.	Rs. A. P.			
Total traffic for the week	34,127	10,214 0 0	1,72,912 0	24,158 0 0	193 0 0	24,571 0 0	2,264	6,520	8,784
Or per mile of railway	265	117 9 0†	1,848 0	274 0 0	1 0 0	272 0 0	...	...	...
For previous 12 weeks of half-year	410,351	1,26,905 0 0	11,01,159 0	1,81,928 0 0	3,103 0 0	1,81,927 0 0	40,019	44,054	84,073
Total for 13 weeks	444,518	1,37,123 0 0	12,43,967 0	1,87,427 0 0	3,296 0 0	1,85,233 0 0	42,273	50,574	92,847
COMPARISON.									
Total for corresponding week of previous year	29,634	14,622 0 0	1,75,841 0	14,777 0 0	2,701 0 0	30,100 0 0	2,948	5,605	8,553
Per mile of railway corresponding week of previous year	238	112 0 0	1,801 0	185 0 0	19 0 0	200 0 0	...	...	...
Total to corresponding date of previous year	445,229	1,38,122 0 0	12,58,285 0	1,82,627 0 0	35,788 0 0	1,84,437 0 0	40,317	48,378	88,695

* Audited up to week ending 14th August 1902.

† Coaching traffic calculated on 130 miles only.

BENGAL CENTRAL RAILWAY COMPANY, LIMITED.

Approximate Return of Traffic and Mileage for the week ended 4th October 1902 on 189 miles open.

	COACHING TRAFFIC.		MERCHANDISE AND MINERAL TRAFFIC.		Other earnings.	Total earnings.	TRAFFIC TRAIN-MILES RUN.		
	Number of passengers.	Coaching receipts.	Weight carried.	Receipts.			Coaching.	Merchandise.	Total.
		Rs. A. P.	Mds. S.	Rs. A. P.	Rs. A. P.	Rs. A. P.			
Total traffic for the week	44,262	18,264 0 0	1,75,318 0	25,380 0 0	141 0 0	41,785 0 0	3,254	6,520	9,774
Or per mile of railway	361	140 0 0†	1,851 0	268 0 0	1 0 0	269 0 0	...	...	...
For previous 12 weeks of half-year	444,518	1,37,123 0 0	12,43,967 0	1,87,427 0 0	3,296 0 0	1,85,233 0 0	42,273	50,574	92,847
Total for 13 weeks	488,810	1,55,387 0 0	14,19,185 0	1,90,807 0 0	3,529 0 0	1,94,336 0 0	45,527	57,144	1,02,671
COMPARISON.									
Total for corresponding week of previous year	48,245	19,270 0 0	1,64,150 0	20,331 0 0	138 0 0	39,689 0 0	3,975	6,274	10,249
Per mile of railway corresponding week of previous year	371	125 0 0	1,702 0	140 0 0	2 0 0	127 0 0	...	...	...
Total to corresponding date of previous year	408,274	1,58,092 0 0	12,32,446 0	1,83,167 0 0	36,027 0 0	1,89,194 0 0	43,298	50,692	93,990

* Audited up to week ending 9th August 1902.

† Coaching traffic calculated on 134 miles only.

ASSAM-BENGAL RAILWAY.

Approximate Return of traffic for the week ended 4th October 1902 on 538 miles open for all descriptions of traffic, and on additional 31 miles for goods and parcels traffic only.

	COACHING TRAFFIC.		MERCHANDISE AND MINERAL TRAFFIC.		Other earnings.	Total earnings.	TRAFFIC TRAIN-MILES RUN.		
	No. of passengers.	Coaching receipts.	Weight carried.	Receipts.			Coaching.	Merchandise.	Total.
		Rs. A. P.	Mds. S.	Rs. A. P.	Rs. A. P.	Rs. A. P.			
Total traffic for the week	30,577	20,149 0 0	2,97,440 0	24,850 0 0	1,782 0 0	46,857 0 0	6,097	10,301	16,398
Or per mile of railway	5681	3013	552 00	461 74	3 26	5041	11 54	17 69	29 23
For previous 12 weeks of half-year	266,344	2,11,253 0 0	24,65,987 0	2,11,168 0 0	17,973 0 0	2,40,354 0 0	31,225	112,985	144,210
Total for 13 weeks	297,330	2,31,402 0 0	27,63,427 0	2,32,447 0 0	19,755 0 0	2,52,202 0 0	37,322	123,286	160,608
COMPARISON.									
Total for corresponding week of previous year	22,771	18,034 0 0	1,65,715 0	21,155 0 0	620 0 0	40,879 0 0	5,065	8,024	13,089
Per mile of railway corresponding week of previous year	4232	33 13	308 43	40 08	1 07	76 72	10 15	12 80	22 95
Total to corresponding date of previous year	2,68,414	2,15,804 0 0	27,48,567 0	2,34,817 0 0	17,777 0 0	2,52,594 0 0	36,260	127,481	163,741

EASTERN BENGAL STATE RAILWAY.

(INCLUDING N. B., K. D., DACCA AND ASSAM-BRMAH SECTIONS.)

Approximate Return of Traffic and Mileage for the week ended 11th October 1902 on 889 miles open.

	COACHING TRAFFIC.		MERCHANDISE AND MINERAL TRAFFIC.		Other earnings (including ferry).	Total earnings.	TRAFFIC TRAFFIC-MILES ETC.		
	Number of passengers.	Coaching receipts.	Weight carried.	Receipts.			Coaching.	Merchandise.	Total.
		Rs. A. P.	Mts. c.	Rs. A. P.	Rs. A. P.	Rs. A. P.			
Total traffic for the week	286,440	1,10,840 0 0	18,84,700 0	3,80,793 0 4	12,000 0 0	4,14,080 0 0	38,500	40,010	78,510
Or per mile of railway	322	125 0 0	2,124 0 0	427 0 0	13 0 0	468 0 0	...	...	...
For previous 14 weeks of half-year*	5,086,601	13,30,984 0 0	1,32,06,781 0	30,80,401 0 0	1,02,408 0 0	47,80,901 0 0	530,128	600,710	1,130,838
Total for 14 weeks	5,373,041	13,09,844 0 0	1,64,91,481 0	33,69,304 0 0	1,03,408 0 0	51,84,031 0 0	568,628	640,720	1,209,348
COMPARISON.									
Total for corresponding week of previous year	543,608	1,13,840 0 0	13,37,400 0	2,75,102 0 0	18,631 0 0	4,90,543 0 0	37,500	61,600	99,100
For mile of railway corresponding week of previous year	340	125 0 0	1,500 0	530 0 0	2 0 0	550 0 0	...	...	...
Total to corresponding date of previous year	3,194,850	14,19,745 0 0	1,80,48,808 0	31,90,975 0 0	5,31,433 0 0	40,38,703 0 0	450,312	604,305	1,054,617

* Including ferry earnings, Rs. 11,600.

† Audited up to week ending 2nd August 1902.

BRAHMAPUTRA-SULTANPUR RAILWAY.

Approximate Return of Traffic and Mileage for the week ended 11th October 1902 on 85.37 miles open.

	COACHING TRAFFIC.		MERCHANDISE AND MINERAL TRAFFIC.		Other earnings (including ferry).	Total earnings.	TRAFFIC TRAFFIC-MILES ETC.		
	Number of passengers.	Coaching receipts.	Weight carried.	Receipts.			Coaching.	Merchandise.	Total.
		Rs. A. P.	Mts. c.	Rs. A. P.	Rs. A. P.	Rs. A. P.			
Total traffic for the week	7,049	2,300 0 0	37,730 0	4,190 0 0	40 0 0	4,300 0 0	510	1,300	1,810
Or per mile of railway	119	27 0 0	435 0	49 0 0	1 0 0	107 0 0	...	...	...
For previous 14 weeks of half-year*	84,043	27,474 0 0	4,41,001 0	40,341 0 0	440 0 0	78,274 0 0	14,184	17,210	31,394
Total for 14 weeks	91,092	29,774 0 0	4,78,731 0	44,531 0 0	480 0 0	80,684 0 0	16,698	18,510	35,208
COMPARISON.									
Total for corresponding week of previous year	8,408	2,394 0 0	34,730 0	3,500 0 0	30 0 0	6,124 0 0	800	730	1,530
For mile of railway corresponding week of previous year	143	28 0 0	400 0	40 0 0	1 0 0	104 0 0	...	...	...
Total to corresponding date of previous year	97,302	34,386 0 0	4,18,300 0	41,178 0 0	271 0 0	87,936 0 0	13,743	17,700	31,443

* Audited up to week ending 2nd August 1902.

MYMENSINGH-JAGANNATHGANJ RAILWAY.

Approximate Return of Traffic and Mileage for the week ended 11th October 1902 on 53.57 miles open.

	COACHING TRAFFIC.		MERCHANDISE AND MINERAL TRAFFIC.		Other earnings (including ferry).	Total earnings.	TRAFFIC TRAFFIC-MILES ETC.		
	Number of passengers.	Coaching receipts.	Weight carried.	Receipts.			Coaching.	Merchandise.	Total.
		Rs. A. P.	Mts. c.	Rs. A. P.	Rs. A. P.	Rs. A. P.			
Total traffic for the week	9,366	2,330 0 0	63,310 0	3,470 0 0	4 0 0	4,404 0 0	1,000	400	1,400
Or per mile of railway	175	44 0 0	1,191 0	65 0 0	1 0 0	82 0 0	...	...	...
For previous 14 weeks of half-year*	118,721	30,540 0 0	1,40,742 0	14,508 0 0	643 0 0	47,814 0 0	10,398	10,430	20,828
Total for 14 weeks	128,087	32,870 0 0	1,46,952 0	14,978 0 0	647 0 0	52,475 0 0	11,396	10,830	22,226
COMPARISON.									
Total for corresponding week of previous year	12,853	2,377 0 0	34,101 0	1,000 0 0	44 0 0	4,822 0 0	840	500	1,340
For mile of railway corresponding week of previous year	237	45 0 0	714 0	30 0 0	1 0 0	87 0 0	...	...	...
Total to corresponding date of previous year	128,567	30,948 0 0	1,39,300 0	11,918 0 0	684 0 0	42,971 0 0	11,977	9,767	21,744

* Audited up to week ending 2nd August 1902.

DACCA STATE RAILWAY.

Approximate Return of Traffic and Mileage for the week ended 11th October 1902 on 86 miles open.

	COACHING TRAFFIC.		MERCHANDISE AND MINERAL TRAFFIC.		Other earnings.	Total earnings.	TRAFFIC TRAIN-MILES RUN.		
	Number of passengers.	Coaching receipts.	Weight carried.	Receipts.			Coaching.	Merchandise.	Total.
Total traffic for the week ...	22,080	Rs. A. P. 8,910 6 0	Mds. 29,000 0	Rs. A. P. 3,620 6 0	Rs. A. P. 50 0 0	Rs. A. P. 11,670 6 0	1,828	1,458	4,386
Or per mile of railway ...	256	32 0 0	337 0	42 0 0	1 0 0	136 0 0	...	...	...
For previous 14 weeks of half-year ...	376,481	1,07,867 0 0	4,19,048 0	24,283 0 0	3,567 0 0	1,44,387 0 0	25,081	21,965	46,946
Total for 14 weeks ...	398,561	1,10,367 0 0	4,48,048 0	28,303 0 0	3,007 0 0	1,50,087 0 0	41,751	33,973	75,724
COMPARISON.									
Total for corresponding week of previous year ...	30,871	9,782 0 0	79,700 0	8,896 0 0	175 0 0	18,853 0 0	1,832	3,126	5,958
For mile of railway corresponding week of previous year ...	360	116 0 0	927 0	108 0 0	2 0 0	217 0 0	...	...	...
Total to corresponding date of previous year ...	891,801	2,14,933 0 0	7,01,602 0	68,508 0 0	7,306 0 0	1,86,819 0 0	43,613	38,504	77,067

* Audited up to week ending 2nd August 1902.

COOCH BEHAR STATE RAILWAY.

Approximate Return of Traffic and Mileage for the week ended 11th October 1902 on 336 miles open.

	COACHING TRAFFIC.		MERCHANDISE AND MINERAL TRAFFIC.		Other earnings (including carry).	Total earnings.	TRAFFIC TRAIN-MILES RUN.		
	Number of passengers.	Coaching receipts.	Weight carried.	Receipts.			Coaching.	Merchandise.	Total.
Total traffic for the week ...	2,908	Rs. A. P. 890 6 0	Mds. 10,100 0	Rs. A. P. 850 0 0	Rs. A. P. 50 0 0	Rs. A. P. 1,690 0 0	286	3,061	3,347
Or per mile of railway ...	86	26 0 0	302 0	25 0 0	1 0 0	50 0 0	...	...	...
For previous 14 weeks of half-year ...	22,882	10,100 0 0	3,11,806 0	14,848 0 0	331 0 0	20,578 0 0	3,778	27,764	31,542
Total for 14 weeks ...	25,790	11,580 0 0	3,22,048 0	15,308 0 0	381 0 0	22,558 0 0	4,078	30,834	34,912
COMPARISON.									
Total for corresponding week of previous year ...	2,893	890 0 0	7,272 0	1,080 0 0	313 0 0	2,173 0 0	280	347	627
For mile of railway corresponding week of previous year ...	86	26 0 0	210 0	30 0 0	1 0 0	50 0 0	...	...	...
Total to corresponding date of previous year ...	30,381	11,262 0 0	1,10,100 0	13,212 0 0	2,182 0 0	25,612 0 0	3,671	3,300	11,876

* Audited up to week ending 2nd August 1902.

SEGOWLIE-RAKSAL BRANCH RAILWAY.

(WORKED BY THE B. & N.-W. RAILWAY.)

Audited Return of Traffic for the week ending 26th July 1902 on 18 miles open.

	COACHING TRAFFIC.		MERCHANDISE AND MINERAL TRAFFIC.		Other earnings.	Total earnings.	TRAFFIC TRAIN-MILES RUN.		
	Passengers carried.	Receipts.	Weight carried.	Receipts.			Coaching.	Merchandise.	Total.
Total traffic for the period on 18 miles open ...	No. 2,112	Rs. A. P. 213 0 0	Mds. 5,887	Rs. A. P. 122 0 0	Rs. A. P. 11 0 0	Rs. A. P. 346 0 0	423	71	494
Or per mile of railway ...	317.58	11 18 4	313.17	6 13 6	0 3 11	19 8 9	...	...	...
For previous 14 weeks of half-year ...	8,453	683 0	26,271	716 0 0	11 0 0	1,310 0 0	273	596	1,369
Total for 14 weeks ...	7,765	740 0 0	41,408	284 0 0	23 0 0	1,650 0 0	1,403	607	1,973
COMPARISON.									
Total for corresponding week of previous year on 18 miles open ...	1,006	841 18 10	2,130	285 7 7	8 0 0	333 0 5	414	94	508
For mile of railway corresponding period of previous year ...	210.66	17 4 4	509.23	14 16 8	0 4 11	78 6 11	...	...	...
Total to corresponding date of previous year ...	3,012	1,287 18 10	22,519	1,024 13 3	08 1 0	2,323 10 1	1,628	322	1,944

BEGOWLIE-HAKSAUL BRANCH RAILWAY.

(WORKED BY THE B. & N.-W. RAILWAY.)

Audited Return of Traffic for the week ending 2nd August 1902 on 18 miles open.

	COACHING TRAFFIC.		MERCHANDISE AND MINERAL TRAFFIC.		Other Earnings.	Total earnings.	TRAFFIC TRAFFIC-MILES RUN.		
	Passengers carried.	Receipts.	Weight carried.	Receipts.			Coaching.	Merchandise.	Total.
Total traffic for the period on 18 miles open	No. 1,000	Rs. A. P. 102 8 4	MTon. 7,812	Rs. A. P. 108 0 0	Rs. A. P. 5 7 4	Rs. A. P. 241 7 8	419	80	500
Or per mile of railway	55.56	5 6 8	434.00	6 0 0	3 1 0	13 4 5	—	—	—
For previous 14 weeks of half-year	7,785	708 0 0	41,405	635 0 0	22 9 9	1,066 9 0	1,405	480	1,885
Total for 4 weeks	2,215	214 8 4	10,413	1,007 0 0	30 8 0	1,305 6 8	1,824	320	2,144
Comparison.									
Total for corresponding week of previous year on 18 miles open	1,000	102 8 4	7,812	108 0 0	5 7 4	241 7 8	419	80	500
Per mile of railway corresponding period of previous year	55.56	5 6 8	434.00	6 0 0	3 1 0	13 4 5	—	—	—
Total to corresponding date of previous year	10,001	1,028 4 8	38,334	1,304 12 2	22 8 0	1,805 8 9	2,047	417	2,464

DARJEELING-HIMALAYAN RAILWAY COMPANY, LIMITED.

		Rs.	A.	P.	Rs.	A.	P.
Approximate earnings for the week ending 11th Oct. 1902	Coaching	...	3,050	0 0	15,785	0 0	0 0
	Goods	...	7,596	0 0			
	Other earnings	...	80	0 0			
Audited earnings for the corresponding period of 1901	Coaching	...	3,565	0 0	15,606	0 0	0 0
	Goods	...	6,958	0 0			
	Other earnings	...	82	0 0			
	Insurance	...	...	...	180	0 0	0 0
Receipts per mile for the week ending 11th Oct. 1902	...	...	...	...	808	8 8	...
Do for the corresponding period of 1901	...	...	...	...	806	15 8	...
	Increase	...	...	...	2	8 10	...
Receipts from 1st July to 11th Oct. 1902	...	...	...	...	1,98,418	0 0	0 0
Do for the corresponding period of 1901	...	...	...	...	2,09,912	0 0	0 0
	Decrease	...	...	...	11,494	0 0	0 0



SUPPLEMENT TO
The Calcutta Gazette.

WEDNESDAY, OCTOBER 29, 1902.

OFFICIAL PAPERS.

[Non-Subscribers to the Gazette may receive the SUPPLEMENT separately on payment of five rupees per annum if delivered in Calcutta, or seven rupees and eight annas if sent by post.]

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LIBERALITY OF RAI AMRITA NATH MITTER BAHADUR.

No. 2226T.M., dated Darjeeling, the 22nd October 1902.

From—E. W. COLLIN, Esq., Offg. Secy. to the Govt. of Bengal, Municipal Dept.,
To—The Inspector-General of Civil Hospitals, Bengal.

I AM directed to acknowledge the receipt of your letter No. 3131D., dated the 29th September 1902, forwarding a copy of a memorandum from the Principal of the Medical College, Calcutta, reporting that Rai Amrita Nath Mitter Bahadur has deposited into the Government Treasury a sum of Rs. 22,036 for the construction of an additional building to be called the Dwarka Nath Mitter's out-door eye dispensary in connection with the Medical College Hospital.

2. In reply, I am to request that you will be so good as to convey the thanks of Government to the donor for his liberality. This letter will be published in the *Calcutta Gazette*.

WEATHER AND CROP REPORT.

For the week ending the 27th October 1902.

Burdwan.—Rainfall at Sadar 0·01, Kaina 0·74, Katwa 0·68, Raniganj 0·74. Weather cloudy. Threshing of *amau* continues. Sowing of *rabi* commenced. Condition of *amau* and other standing crops fair. Condition of cattle good. More rain wanted. Fodder and water sufficient. Common rice sells at 11 seers per rupee.

Birbhum.—Rainfall at Sadar 0·87, Rampur Hat 0·22. Weather fair. Sugarcane thriving. Harvesting of *amau* crop commenced. Common rice sells at 12½ seers per rupee. Fodder and water sufficient.

Bankura.—Rainfall at Sadar 0·33. More rain badly wanted for paddy crops. Sugarcane doing well. Fodder and water sufficient. Common rice sells at 13 seers 5 chitaks per rupee.

Midnapore.—Rainfall at Sadar 0·67, Contai 14, Tamluk nil, Ghatal nil. More rain urgently required all over the district. Weather hot and cloudy. Prospects of crops not hopeful. *Rabi* sowing going on. Fodder and water sufficient. Cattle-disease reported from thana Binpur. Common rice sells as follows:—

	Srs.	ch.	
Sadar	...	12 8	} per rupee.
Contai	...	12 0	
Tamluk	...	11 0	
Ghatal	...	12 1	

Hooghly.—Rainfall at Sadar 0·49, Serampore 0·05, Arambagh nil. Weather seasonable. Weeding of *amau*, washing of jute and sowing of *rabi* crops continue. More rain wanted. Fodder and water sufficient. Common rice sells as follows:—

	Srs.	ch.	
Sadar	...	10 0	} per rupee.
Serampore	...	10 2	
Arambagh	...	11 2	

Howrah.—Rainfall at Sadar 0·55, Uluberia 0·59. Rainfall recorded only on one day during the week. More rain wanted. The *amau* crop suffering for want of rain on high lands. Washing of jute still continues. Sugarcane doing well. Lands are being prepared for *rabi* sowings. A few cases of death of cattle reported within the jurisdiction of Panchla outpost. Fodder and water-supply sufficient. Common rice sells on an average 11 seers per rupee.

24-Parganas.—Rainfall at Sadar 2·60, Barasat nil, Basirhat 0·80, Diamond Harbour nil. Weather cool at night. State and prospect of crops fair. Crops on high lands in Diamond Harbour show signs of withering. Rain badly wanted in all subdivisions. *Rabi* crops being sown and in places lands being prepared for them. Common rice sells at 11 seers per rupee. Condition of cattle good. Supply of fodder and water sufficient.

Nadia.—Rainfall at Sadar, Chundanga and Kushtia nil, Ranaghat 0·42, Meherpur 0·29. Prospects of *amau* and sugarcane crops good. *Rabi* sowings going on. Fodder and water sufficient. No cattle-disease reported. Common rice sells as follows:—

	Srs.	ch.	
Sadar	...	12 8	} per rupee.
Kushtia	...	11 0	
Chundanga	...	11 4	
Meherpur	...	12 8	
Ranaghat	...	12 0	

Murshidabad.—Rainfall at Sadar 21, Kandi 43, Lalbagh 20, Jangipur return not received. Weather seasonable. Prospects of *amau* and sugarcane good. Cultivation of *rabi* crops going on. No cattle-disease reported from anywhere. Fodder and water sufficient. Common rice sells as follows:—

	Srs.	ch.	
Sadar	...	11 8	} per rupee.
Kandi	...	14 8	
Jangipur	...	Not reported	
Lalbagh	...	11 8	

Jessore.—Rainfall at Sadar nil, Jhenida 0·06, Narail 0·02, Bangaon 0·80. No report received from Magura. Weather seasonable. Prospect of crops good. Fodder and water sufficient. No cattle-disease reported. Common rice sells as follows:—

	Srs.	ch.	
Sadar	...	12 0	} per rupee.
Jhenida	...	12 0	
Narail	...	11 8	
Bangaon	...	13 0	

SUPPLEMENT TO THE CALCUTTA GAZETTE, OCTOBER 29, 1902. 1545

Khulna.—Rainfall nil. Weather reasonable. *Aman* paddy doing well. Outturn of coconuts estimated at 86, *aus* 90, *jute* 85 and *boro* 90 per cent. State of date-angur (tapping) good. Fodder and water sufficient. A few cases of cattle-disease reported from Dumuria and Paikgachha. Common rice sells as follows:—

	Srs.	ch.	
Sadar	...	11	8
Bagerhat	...	11	12
Ratkhira	...	10	8

} per rupee.

Rajshahi.—Rainfall at Sadar 0·03, Nator 0·37. Prospects of standing crops good. Sowing of *rabi* progressing. Fodder and water sufficient. Common rice selling at 12 seers per rupee.

Dinajpur.—Rainfall at Sadar nil. Fall in the district slight and scattered. Weather fine. Standing crops good. No cattle-disease. Fodder and drinking-water plentiful. Rice selling at 14 seers at Sadar and 12 seers at Thakurgaon.

Jalpaiguri.—Rainfall nil. Weather reasonable. *Haimanti* paddy doing well. Fields for tobacco and potatoes are being prepared. Common rice sells at 10½ seers a rupee. Fodder and water sufficient.

Darjeeling.—Rainfall at Sadar 0·00, Kurseong 0·00, Siliguri 0·01. Weather reasonable. *Hills*—Maize, *chhoto* and *bara marua*, *bhadoi* and *haimanti dhan*, *phaphar*, and *kaisi dal* doing well. *Terai*—Cutting of *jute* finished. Steeping going on. *Haimanti* paddy doing well. Coarse rice sells as follows:—

	Srs.	ch.	
Hills	...	8	0
Terai	...	10	0

} per rupee.

Maize sells at Darjeeling at 20 seers and at Kalimpong at 36 seers per rupee.

Bangpur.—Report not received.

Bogra.—Rainfall at Sadar nil. Slight fall in east and south. Weather reasonable. Lands being prepared for *rabi* crops. Prospects good. Fodder and water sufficient. Common rice sells at 13 seers per rupee.

Pabna.—Rainfall at Sadar nil, Sirajganj 0·26. Weather reasonable. Prospects of standing crops fair. Fodder and water sufficient. Common rice sells at 10 seers per rupee.

Dacca.—Rainfall nil. Weather reasonable. Prospects of crops good. Fodder available. No cattle-disease. Common rice sells at 11 seers per rupee.

Mymensingh.—Rainfall at Sadar 0·17, Jamalpur 0·45, Kishanganj 0·80, Netrokona 0·54. Weather reasonable. Condition of winter rice good. *Rabi* crops are being sown. Fodder reported scarce in Kishanganj. Water sufficient. No cattle-disease. Common rice selling as follows:—

	Srs.	ch.	
Sadar	...	12	■
Jamalpur	...	13	5
Netrokona	...	12	8
Kishanganj	...	11	0
Tangail	...	10	14

} per rupee.

Faridpur.—Rainfall at Sadar nil, Goalundo 0·11, Madaripore 0·01. Weather reasonable. State of standing crops good. Condition of cattle good. Rice sells at 11 seers a rupee.

Backergunge.—Rainfall nil. Weather reasonable. Prospects good. No cattle-disease. Fodder sufficient. Common *aman* 11½ and *aus* 12½ seers per rupee.

Tippera.—Rainfall nil. Weather reasonable. Prospects fair. *Aman* paddy thriving. Cultivation for *rabi* crops has begun. Fodder and water sufficient. No cattle-disease. Common rice sells as follows:—

	Srs.	ch.	
Sadar	...	14	0
Brahmanbaria	...	13	5
Chandpur	...	11	0

} per rupee.

Noakhali.—No rain. Weather reasonable. Prospects good. Lands being ploughed for *rabi* crops. Outturn of *aus* 80 per cent. Fodder and water sufficient. Slight cattle-disease at Sudharam. Common rice sells at Sadar at 12 seers and at Feni at 14 seers per rupee.

Chittagong.—No rain during the week. Cultivation of *rabi* crop is going on. Water and fodder sufficient. Common rice selling at 13 seers per rupee.

Chittagong Hill Tracts.—Rainfall nil. Weather reasonable, but hot in the daytime. Rice crop prospects favourable. No cattle-disease. Common rice sells at 16 seers per rupee.

Patna.—Rainfall at Sadar 0·84, Dinapore 0·10, Bikram 0·05. Weather reasonable. Paddy prospects good. Sowing of *rabi* going on. *Aghani* doing well. No cattle-disease. Fodder and water sufficient. Common rice sells as follows:—

				Srs. ch.	
Patna	18 0	} per rupee.
Barh	...	...	...	19 12
Bihar	...	...	...	11 0
Dinapore	...	...	...	12 12

Gaya.—Rainfall at Sadar 0·07, Jahanabad 0·27, Aurangabad 1·11, Nawadah 0·20. Weather reasonable and at times cloudy. Prospects of paddy fair only. Sowing of *rabi* going on. Rain wanted. No cattle-disease. Fodder sufficient. New common rice selling at 13½ seers per rupee.

Shahabad.—Rainfall at Sadar 0·02, Buxar 0·59, Sasaram 0·93, Dehri 0·84. *Rabi* being sown. Prospect of paddy and sugarcane good. Fodder and water abundant. Rice sells at Sadar at 12 seers per rupee.

Saran.—Rainfall nil. Weather reasonable. Standing crops doing well, but rain wanted for paddy. *Rabi* is being sown. Some damage in places from hail. Fodder and water sufficient. No cattle-disease. Common rice sells at 14 seers per rupee.

Champaran.—Rainfall at Sadar 0·48, Bettiah 0·20. Weather reasonable. Prospects of standing crops good. Fields being prepared for *rabi* sowing. Fodder and water sufficient. No cattle-disease. Common rice sells at 17½ seers and maize at 30 seers per rupee.

Muzaffarpur.—Rainfall at Sadar 0·90, Hajipur 0·39, Sitamarhi 1·40. Weather fair. *Rabi* sowings commenced in places. Prospects of winter rice good. Fodder and water sufficient. Prices are—Common rice 12 and maize 26 seers a rupee.

Darbhanga.—Rainfall at Sadar 0·24, Samastipur 0·85, Madhubani nil. Prospect of standing crops good. *Rabi* sowing in progress. Fodder and water sufficient. Cattle-disease is reported from Warisnagar, Bahara and Darbhanga thanas. Common rice sells as follows:—

				<i>Aghani.</i>	<i>Aus.</i>	
				Srs. ch.	Srs. ch.	
Sadar	...	...	...	12 8	15 6	} per rupee
Samastipur	...	...	...	12 8	15 0	
Madhubani	...	...	...	13 0	17 4	

Monghyr.—Rainfall at Sadar 0·92, Begusarai 1·28, Jamui nil. Weather reasonable. Paddy and sugarcane doing well. *Rabi* sowings going on. No cattle-disease. Fodder and water sufficient. Common rice sells at 12 seers 6 chitaks at Sadar and at 12 seers at subdivisions.

Bhagalpur.—Rainfall at Sadar, Madhipura and Supaul 0·00, Banka 0·56. Weather reasonable. Standing winter crops doing well. *Rabi* is being sown in Madhipura and its sowing has been completed in Banka. Lands being prepared for *rabi* crops. Cases of cattle-disease reported from Supaul. Fodder and water sufficient. Common rice sells as follows:—

				Srs. ch.	
Sadar	13 14	} per rupee.
Banka	...	...	...	12 8
Madhipura	...	...	...	13 8
Supaul	...	...	...	15 0

Purnea.—No rain. Weather hot during day but cool at night. Prospects of winter crops good. *Rabi* sowings commenced. Sporadic cases of cattle-disease reported from the outpost at Sikti. Fodder and water sufficient. Common rice sells at Sadar and Kishanganj at 11 and at Araria at 14 seers per rupee.

Malda.—Rainfall at Sadar 0·82, Sibganj 0·30, Chanchal and Gajol nil. Weather reasonable. Winter rice coming into ear. Rain wanted in thana Nawabganj, where winter rice will suffer in default of it. *Rabi* sowing not finished. No cattle-disease. Fodder and water sufficient. Common rice sells at 13 seers per rupee.

Sentbal Pargana.—Rainfall at Sadar 0·89, Deoghur 0·60, Godda 0·44, Jamtara 0·57, Pakaur 0·17. Weather reasonable. Standing crops thriving. A shower of rain is needed in places for highland paddy. Fodder and water sufficient. The extent of indigo-sowing is about 14 annas. Common rice sells at 13½ seers per rupee at Sadar.

Outtock.—Rainfall at Sadar 1·07. Fall presumably general. Weather changing. The rain has benefited all standing crops, but more wanted. *Mung* and mustard sowing vary from 10 to 100 per cent. Fodder and water available. Common rice (old) sells at 12½ seers and (new) at 16 seers 6 chitaks per rupee at Sadar.

Balasore.—Rainfall at Sadar 1·80. People irrigating fields from all available tanks and roadside drains. Rained a little here and there at Bhadrak and Sadar during the week. Prospect somewhat improved. Rice sells at 12 and 13½ seers at Bhadrak and Sadar respectively. Fodder and drinking-water sufficient.

Angul.—No rain. Weather hot and cloudy. Sowing of *mung*, *kutli* and oilseeds stopped. Highland paddy withering for continuous drought. Rain urgently needed. Common rice sells at 11 seers at Sadar and Khondmala. Fodder sufficient, but water getting scarce. Cattle-disease, reported from Angul.

Puri.—Rainfall 0·20. Fall scanty and unequally distributed. More rain is badly wanted for the winter rice crops as well as for sowing *robi* crops and also for other standing crops. Fodder and water available. Common rice sells at 14 seers 7 chitaks per rupee.

Hazaribagh.—Rainfall at Sadar nil, Giridih 0·81. Weather seasonable. Harvesting of *bhadai* going on. Standing crops doing well, but rain wanted. Fodder and water sufficient. Common rice sells at 15 seers per rupee.

Ranchi.—Rainfall at Sadar 0·14. Weather cloudy. Harvesting of paddy in progress. Sowing of *robi* crops commenced in places. Cattle-disease reported from several thanas. Fodder and water sufficient. Common rice selling at 14 seers per rupee.

Palaman.—No rain. Upland paddy suffering for want of rain. *Robi* sowing in progress, but much restricted for want of moisture. Cattle-disease in places. Fodder and water sufficient. Prices at Sadar—Rice 15 seers, maize 27 seers per rupee.

Manbhum.—Rainfall at Sadar 0·20, Gobindpur 2·59. Weather occasionally cloudy, but no fall of rain since 21st October. Prospects of crops not good for want of rain which is very badly wanted. Fodder and water sufficient. Cattle-disease not reported. Average price of common rice at Sadar is 12 seers, and at Gobindpur 10 seers 14 chitaks per rupee.

Singhbhum.—Rainfall nil. Weather seasonable. *Robi* crops need rain. Harvesting of *bhadai* paddy continues. Average price of rice is ■ seers per rupee.

General Summary.—The rainfall during the week was scattered and, for the most part, light. Rain needed for the winter rice crop in the districts of Burdwan, Bankura, Midnapore, Hooghly, 24-Parganas, Gaya, Saran, Sonthal Parganas, Angul, Puri, Hazaribagh, Palamu and Manbhum. Prospects on the whole fair. Cattle-disease reported from 10 districts. Fodder said to be scarce in the Kishorganj subdivision of the Mymensingh district; elsewhere sufficient. No want of water except in Angul. The price of common rice is dearer in 5 districts, cheaper in 12, and unchanged in the rest.

By order of the Lieutenant-Governor of Bengal,

W. C. MACPHERSON,

Offg. Secretary to the Govt. of Bengal.

REVENUE DEPARTMENT,
The 28th October 1902.

IRRIGATION DEPARTMENT, BENGAL.

Abstract statement showing Tollage on Canals in Bengal classed as Major Works for the month of August 1902, as compared with that of the corresponding month of the previous year.

CANALS.	TOLLAGE, 1902-1903.		TOLLAGE, 1901-1902.	
	During the month.	To end of the month.	During the month.	To end of the month.
1	2	3	4	5
<i>Orissa Circle.</i>	Rs. A. P.	Rs. A. P.	Rs. A. P.	Rs. A. P.
Taldanda Canal System	771 12 10	6,039 0 4	978 5 9	4,787 12 8
Kendrapara ditto	2,358 13 7	13,210 12 2	2,872 0 4	21,691 8 9
High Level, Range I	1,011 7 6	3,450 6 0	884 12 9	3,715 9 9
Ditto, " II	167 15 0	680 11 6	136 4 6	692 8 9
Ditto, " III	41 12 9	85 9 9	30 14 9	125 11 0
Jaipur Canal	35 0 0	223 14 6	32 9 9	185 12 6
Total Orissa Circle	4,386 13 8	23,690 11 8	4,882 15 10	31,149 10 5
<i>South-Western Circle.</i>				
Midnapore Canal	4,406 1 3	35,168 10 3	5,863 15 3	40,016 5 0
Hijili Tidal Canal	2,914 13 9	20,133 10 0	3,022 0 9	23,850 4 9
Total South-Western Circle	7,320 14 0	55,306 4 3	8,885 0 0	63,866 9 9
<i>Sone Circle.</i>				
Patna Canal System	910 5 4	3,682 6 11	906 13 11	7,560 10 6
Arrah ditto	297 11 3	3,265 11 0	474 11 9	4,620 13 9
Buzar ditto	155 8 6	1,317 12 9	106 9 6	1,528 1 6
Total Sone Circle	1,363 9 1	8,265 14 11	1,486 2 11	13,709 9 9
GRAND TOTAL	13,071 4 9	87,261 9 2	15,257 2 1	1,08,725 13 11

CALCUTTA,
The 28th October 1902.

R. C. EDGE,
Under-Secy. to the Govt. of Bengal.

IRRIGATION DEPARTMENT, BENGAL.

Abstract Statement showing Tollage on Canals in Bengal classed as Minor Works and Navigation for the month of August 1902, as compared with that of the corresponding month of the previous year.

CANALS.	TOLLAGE, 1902-1903.		TOLLAGE, 1901-1902.	
	During the month.	To end of the month.	During the month.	To end of the month.
1	2	3	4	5
	Rs. A. P.	Rs. A. P.	Rs. A. P.	Rs. A. P.
Calcutta and Eastern Canals	17,247 2 9	81,542 1 6	16,404 11 9	73,407 8 9
Tolly's Nala	4,775 15 3	21,397 8 9	4,800 14 11	21,779 9 0
Total	22,023 2 0	1,02,939 10 3	21,205 10 3	95,187 1 9
Orissa Coast Canal	1,852 9 3	11,025 11 0	2,368 5 3	18,391 1 9
Nadia Rivers	13,363 13 6	34,506 13 3	13,602 7 6	35,403 4 6
GRAND TOTAL	37,239 8 9	1,48,471 9 6	40,176 7 0	1,48,981 8 0

CALCUTTA,
The 28th October 1902.

R. C. EDGE,
Under-Secy. to the Govt. of Bengal.

GOVERNMENT OF BENGAL, IRRIGATION DEPARTMENT.

Approximate Return of Traffic on the Circular and Eastern Canals for the week ending Saturday, the 25th October 1902, as compared with the corresponding week of the previous year.

NATURE OF CARGO.	WEEK ENDING SATURDAY, THE 25TH OCTOBER 1902.			WEEK ENDING SATURDAY, THE 25TH OCTOBER 1901.		
	Number of boats.	Weight of cargo.	Tollage.	Number of boats.	Weight of cargo.	Tollage.
		Mds.	Rs.		Mds.	Rs.
Rice and paddy	593	48,925	674	503	74,660	1,125
Jute	543	1,31,475*	2,196	669	1,30,378†	2,539
Firewood	61	36,250	533	171	1,02,650	1,540
Other articles	696	1,49,735	1,665	614	1,31,175	1,627
Total	1,892	3,65,385	5,068	1,957	4,78,660	7,161

* Weight by canal measurement, 1,34,058 mds.
† Ditto, 1,32,400 "

Results of the Meteorological Observations taken at the Alipore Observatory from
19th to 25th October 1902.

Month.	Date.	Maximum in sun.	Number of hours of bright sunshine.	Mean pressure barometer at 59° Fahr.	TEMPERATURE.				HYGROMETRY.				WIND.		Rain.	Weather.
					Mean.	Maximum.	Range.	Minimum.	Mean wet bulb.	Vapour tension.	Dew point.	Humidity.	Prevailing direction.	Miles recorded.		
1902.				Inches.	"	"	"	"	"	Inches.	"	%			Inches.	
Oct.	19th	148.4	7.0	29.926	78.9	87.1	14.9	72.2	73.4	0.740	70.9	78	E and calm	...	0.1	Partially cloudy, d, s.
"	20th	145.4	8.9	29.865	78.4	86.0	14.9	71.6	74.0	0.784	71.9	81	E by W and calm	...	0.0	Chiefly cloudy, s.
"	21st	143.4	...	29.866	79.6	86.4	14.8	72.6	74.7	0.793	72.3	80	NW and calm	...	0.1	Partially cloudy, d.
"	22nd	144.7	...	29.843	82.1	90.2	15.1	74.1	75.7	0.808	73.6	78	WNW and calm	...	0.0	Partially cloudy, d.
"	23rd	146.3	8.7	29.846	81.7	89.9	16.4	73.5	75.2	0.788	73.1	72	S by SEW and SE	...	0.22	Partially cloudy, d, p, K.
"	24th	145.1	8.3	29.860	80.1	87.3	14.4	73.5	75.7	0.880	73.6	80	NE, W and calm	...	0.30	Partially cloudy, d, s.
"	25th	147.3	8.7	29.827	77.3	86.3	12.7	73.5	73.8	0.785	71.3	81	E and calm	...	0.14	Chiefly cloudy, s, d, p, t, s.

The mean pressure of the seven days	...	...	...	...	Inches.
The average pressure of the corresponding period for 24 years, Surveyor-General's Office	...	...	...	...	29.946
The total number of hours of bright sunshine	...	...	...	...	Hours.
The maximum possible number of hours of sunshine	...	...	...	...	48.4
The mean temperature of the seven days	...	...	...	...	79.6
The average temperature of the corresponding period for 24 years, Surveyor-General's Office	...	...	...	...	80.4
The extreme variation of temperature	...	...	...	...	18.6
The maximum temperature	...	...	...	...	90.2
The highest velocity of the wind in one hour	...	...	...	...	Miles.
The mean relative humidity	...	...	...	...	78
The average relative humidity of the corresponding period for 24 years, Surveyor-General's Office	...	...	...	...	77
The total fall of rain from 19th to 25th October 1902	...	...	...	...	Inches.
The average fall of the corresponding period for 24 years, Surveyor-General's Office	...	...	...	...	0.55
The total fall from 1st January to 25th October 1902	...	...	...	...	1.40
The average fall of the corresponding period for 24 years, Surveyor-General's Office	...	...	...	...	59.52
The mean pressure, temperature, &c., are deduced from the traces of the Barograph and Thermograph, and from eye observations.	...	...	...	...	63.68

The maximum and minimum temperatures are obtained from self-registering thermometers. All the thermometers are verified, and the readings have been corrected to a standard constructed and verified at the Kew Observatory. They are exposed under a thatched shed open at the sides, and are suspended four feet above the ground.

The barometer readings are corrected approximately to those of the standard, Newman's No. 86, formerly at the Surveyor-General's Office.

The hygrometric elements are obtained from Tables III, IV, and V of the official tables computed in the Meteorological Office, and based on Regnault's modifications of August's formula.

The directions and the movement of the wind are taken from the trace of a Beckley's anemograph.

The mouth of the rain-gauge is one foot above the ground.

d, dew; s, duststorm; o, overcast; p, passing temporary showers; K, thunderstorm; d, drizzling rain; t, thunder.

METEOROLOGICAL OFFICE, GOVT. OF INDIA;
Alipore (Calcutta), the 27th October 1902.

H. W. KÜCHLER,
for Meteorological Reporter to the Govt. of India
and Director-General of Indian Observatories.

BENGAL-NAGPUR RAILWAY.

Abstract of principal commodities carried during the month of July 1902 as compared with the corresponding period of previous year.

ARTICLES.	1902.		1901.		Total, 1902.	Total, 1901.	Increase.	Decrease.
	Up.	Down.	Up.	Down.				
I.—Apparel, including drapery, haberdashery, millinery, uniforms, accoutrements, boots and shoes.	11	10	0	9	21	19	7	—
II.—Coal and coke carried for the public and foreign railways.	19,328	50,382	14,822	39,701	69,754	65,223	15,461	—
III.—Cotton—								
(1) Raw	25	587	4	484	305	459	167	—
(2) Manufactured—								
(a) Twist and yarn, European	9	23	1	179	22	171	—	165
(b) Ditto, Indian	195	517	300	603	1,004	293	111	—
(c) Piece-goods, European	135	62	108	60	187	168	19	—
(d) Ditto, Indian	73	207	73	184	250	259	9	—
(e) Others	—	2	—	—	2	—	2	—
IV.—Chemicals, excepting saltpetre	14	4	6	0	18	4	14	—
V.—Drugs—								
(1) Intoxicating, other than opium	—	6	1	—	4	1	3	—
(2) Non-intoxicating—								
(a) Medicinal preparations	4	—	—	—	4	—	4	—
(b) Others	60	12	80	21	30	60	30	—
VI.—Dyes and Tans—								
(1) Al (mercuric chloride)	—	—	—	—	—	—	—	—
(2) Alizarine and aniline dyes	—	1	—	—	1	—	1	—
(3) Gutch	9	1	7	4	10	11	1	—
(4) Indigo	1	1	1	—	2	1	1	—
(5) Myristic	310	127	240	70	673	720	47	—
(6) Tanning bark	47	121	124	10	178	144	34	—
(7) Turmeric	108	270	128	238	376	364	12	—
(8) Others	76	9	46	46	122	102	20	—
VII.—Fodder—								
(1) Oats	221	30	98	13	303	111	240	—
(2) Hay, straw and grass	20	20	14	65	44	85	41	—
VIII.—Fruit and vegetables, fresh	346	169	280	48	526	318	217	—
IX.—Grain and pulse—								
(1) Grain and pulse	1,004	728	2,504	581	3,508	3,085	423	—
(2) Jawar and bajra	31	628	171	42	204	470	266	—
(3) Rice in the husk	363	4,688	514	2,070	4,744	3,110	1,634	—
(4) " " not in the husk	2,707	4,147	4,004	4,260	6,711	4,268	2,443	—
(5) Wheat	1,190	127	1,008	144	1,337	1,154	183	—
(6) " " " "	100	20	43	25	125	72	53	—
(7) Others	78	68	40	70	118	118	0	—
X.—Hides and skins—								
(1) Hides of cattle—								
(a) Dressed or tanned	—	—	—	—	—	—	—	—
(b) Raw	270	644	284	307	554	591	37	—
(2) Skins of sheep and other animals—								
(a) Dressed or tanned	—	—	—	—	—	—	—	—
(b) Raw	3	6	26	24	29	21	8	—
XI.—Horns	54	16	42	14	60	56	4	—
XII.—Hemp (Indian) and other fibre including jute	11	146	14	218	129	310	181	—
XIII.—Jute—								
(1) Raw	5	4	4	—	9	4	5	—
(2) Gunny-bags and cloth	430	98	186	123	616	248	368	—
XIV.—Lac	95	405	54	290	449	484	35	—
XV.—Leather—								
(1) Unwrought	26	5	34	—	60	34	26	—
(2) Wrought, excepting boots and shoes	6	—	1	1	7	5	2	—
XVI.—Liquors—								
(1) Ale and beer	18	47	0	71	65	20	45	—
(2) Spirits of all kinds, including country spirit	14	10	14	13	28	23	5	—
(3) Wine	94	2	9	1	106	10	96	—
(4) All other sorts, including toddy and fermented liquor, other than ale and beer	—	—	—	—	—	—	—	—
XVII.—Metals—								
(1) Brass, unwrought	—	—	—	—	—	—	—	—
(2) " " wrought	33	30	34	21	67	55	12	—
(3) Copper, unwrought	—	—	—	—	—	—	—	—
(4) " " wrought	12	4	—	—	16	3	13	—
(5) Iron and steel—								
(a) Cast	17	14	10	1	22	11	11	—
(b) Unwrought	—	—	—	—	—	—	—	—
(c) Wrought	113	62	110	296	209	248	39	—
(d) Manufactures	168	14	26	48	212	78	134	—
(e) Others	1,015	44	12,220	24	13,283	13,364	81	—
XVIII.—Oils—								
(1) Kerosine	1,360	250	620	210	1,970	880	1,090	—
(2) Castor	22	6	6	—	28	12	16	—
(3) Coconut	54	18	24	24	78	48	30	—
(4) Mustard and rape	20	—	3	1	23	4	19	—
(5) Others	193	20	74	25	267	114	153	—

ARTICLES	1901.		1902.		Total. 1901.	Total. 1902.	Increase.	Decrease.
	Up.	Down.	Up.	Down.				
XII.—Oilseeds—								
(1) Mustard	114	81	802	37	197	238	42	
(2) Earthnuts	98	13	554	51	108	285	177	
(3) Linseed	80	1	13	2	21	22	1	
(4) Poppy	94	38	271	275	153	549	396	
(5) Rape and mustard	287	40	283	114	289	287	2	
(6) Til or jhili	649	215	1,468	141	818	1,087	269	
(7) Others	3	1	3	1	4	4		
XX.—Opium	100	2	27	1	198	70	70	
XXI.—Paper and Pasteboard								
XXII.—Provisions—								
(1) Dried fruits and nuts	113	20	308	60	195	288	93	
(2) Grains	28	205	68	79	245	122	123	
(3) Others	145	303	119	91	351	219	132	
XXIII.—Railway plant and rolling stock carried for the public and foreign railways—								
(1) Locomotive engines and ten- ders and parts thereof			13			13		13
(2) Carriages and trucks and parts thereof		3			3			3
(3) Material—								
(a) Steel rails and fish-plates	42	45	15		208	12	87	
(b) Sleepers and keys of steel and cast-iron								
(c) Others	188	4,191	1,008	1,840	5,384	4,086	1,298	
XXIV.—Salt	2,160	2,548	1,276	2,747	4,785	4,083	692	
XXV.—Saltpetre and other saline sub- stances—								
(1) Saltpetre	5	23		1	2	1	1	
(2) Other saline substances	17		10	4	24	14	10	
XXVI.—Silk—								
(1) Raw—								
(a) Foreign								
(b) Indian	11	0	5	7	13	16	3	
(2) Piece-goods—								
(a) Foreign	3		1		5	1	4	
(b) Indian								
XXVII.—Spices—								
(1) Nutmegs	250	20	251	18	240	239	1	
(2) Cardamoms		3	1		2	1	1	
(3) Chillies	27	558	47	150	185	207	22	
(4) Ginger	5	3	3	1	10	0	10	
(5) Pepper	8	1	6		3	6	3	
(6) Others	106	24	113	62	197	265	68	
XXVIII.—Stone and lime	520	1,050	691	1,745	2,420	2,410	10	
XXIX.—Sugar—								
(1) Molasses or crystallized, includ- ing sugarbeet	284	281	201	225	549	526	23	
(2) Unrefined—								
(a) Sugar	5	6			19		14	
(b) Gur, rab, jaggery, molas- ses, and other confectionary products	174	282	123	155	496	279	217	
XXX.—Tea—								
(1) Foreign								
(2) Indian	127	0	4	7	132	11	121	
XXXI.—Tobacco—								
(1) Unmanufactured	222	223	217	196	439	255	184	
(2) Manufactured—								
(a) Pipes	4	3	1	2	7	3	4	
(b) Other sorts	32	5	13	0	40	21	19	
XXXII.—Wood—								
(1) Timber, unworked	644	2,292	249	1,545	2,296	2,448	152	
(2) Manufactured	78	27	40	21	739	115	624	
XXXIII.—Wool—								
(1) Raw		1			1			1
(2) Manufactured—								
(a) Carpets and rugs		1			1			1
(b) Piece-goods, European								
(c) " Indian	1	7			8			7
(d) Other sorts of manufactures	1	1		4	6	4	2	
XXXIV.—All other articles of Merchandise—								
(1) Furwood	546	453	548	320	1,119	894	225	
(2) Hideskins	113	518	68	142	540	341	199	
(3) Metals	337	690	390	628	757	705	52	
(4) Others	1,227	1,092	540	703	2,419	1,281	1,138	
Total	27,363	27,084	50,021	50,322	122,538	118,059	4,479	14,479
Net Increase							16,519	

CALCUTTA, the 22nd October 1902.

L. GREENHAM,
for Auditor, Bengal-Nagpur Railway.

BENGAL CENTRAL RAILWAY COMPANY, LIMITED.

Abstract of principal Commodities carried over the Bengal Central Railway during the month of July 1902, as compared with the same month of previous year

ARTICLES.	1902.		1901.		TOTAL.		Increase.	Decrease.
	Up.	Down.	Up.	Down.	1902.	1901.		
I.—Apparel, including drapery, haberdashery, millinery, uniforms, accessories, boots and shoes.								
II.—Coal and coke carried for the Public and Foreign Railways.	1,246		1,500		1,246	1,500		254
III.—Cotton—								
1. Raw		4		5				
2. Manufactured—								
(a) Twist and yarn, European	44		60		44	60		16
(b) Ditto, Indian								
(c) Piece-goods, European	39		308		39	308		269
(d) Ditto, Indian	1				1			
(e) Others								
IV.—Chemicals, excepting saltpetre								
V.—Drugs—								
1. Intoxicating, other than opium								
2. Non-intoxicating—								
(a) Medical preparations	2		2		2	2		
(b) Others								
VI.—Dyes and Tannins—								
1. Indigo								
2. Madder								
3. Gutch								
4. Turmeric	2	21	19	27	23	48		25
5. Alizarine and Aniline Dyes								
6. All (Morinda, Curcuma)	1				1			
7. Tanning barks								
8. Others								
VII.—Fodder—								
1. Chunks	114	5	108	8	121	116		5
2. Hay, straw and grain	1				1			
VIII.—Fruits and vegetables, fresh	17	19	18	7	35	26		9
IX.—Grains and Pulses—								
1. Wheat	10	29	10	35	30	45		15
2. Rice in the husk	35	14	19	120	47	134		87
3. Do. not in the husk								
4. Jawar and bajra								
5. Grain and pulses	46	29	61	25	75	86		11
6. Wheat flour	16		14	10	30	24		6
7. Others			1		1			
X.—Hides and Skins—								
1. Hides of cattle—								
(a) Dressed or tanned								
(b) Raw	1	32		15	46	18		28
2. Skins of sheep and other animals—								
(a) Dressed or tanned								
(b) Raw								
XI.—Hemp								
XII.—Rope (Indian) and other fibres, excluding jute.								
XIII.—Jute—								
1. Raw		2,760		2,821	2,760	2,821		61
2. Gummy bags and cloth	6	3	22	2	28	5		23
XIV.—Lac								
XV.—Leather—								
1. Unwrought								
2. Wrought, excepting boots and shoes								
XVI.—Liquors—								
1. Ale and beer								
2. Spirit of all kinds, including country spirit			10		10			10
3. Wine	2		1		3			
4. All other sorts, including toddy and fermented liquor, other than ale and beer	3				3			
XVII.—Metals—								
1. Copper, unwrought								
2. Brass, ditto								
3. Copper, wrought								
4. Brass, ditto								
5. Iron and steel—								
(a) Cast			11		11			
(b) Unwrought								
(c) Wrought	70	2	84	78	154	80		74
(d) Manufactured	2		12		14			
6. Others	2	25	54	9	83	60		23
XVIII.—Oils—								
1. Kerosene	140		140		140	140		
2. Castor								
3. Coconut	19		19		38			
4. Mustard and rape	130		50		180			
5. Others			7		7			
XIX.—Oilseeds—								
1. Linseed		4	23	27	31			
2. Rape and mustard	205	12	220	3	425	223		202
3. Til or jaytil		44		115	115			
4. Poppy								
5. Earthnuts								
6. Castor								
7. Others	22				22			
XX.—Opium								
XXI.—Paper and Pasteboard								
XXII.—Provisions—								
1. Ghee	2	1	2		4			
2. Dried fruits and nuts								
3. Others	5	1	2	22	28	30		2

ARTICLES.	1901.		1901.		TOTAL.		Increase.	Decrease.
	Up.	Down.	Up.	Down.	1902.	1901.		
	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.
XXIII.—Railway plant and rolling-stock carried for the Public and Foreign Railways—								
1. Locomotives, engines, and tenders, and parts thereof.	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000
2. Carriages and trucks, and parts thereof.	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000
3. Material—								
(a) Steel rails and fish-plates	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000
(b) Sleepers and keys of steel and cast-iron.	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000
(c) Other sorts.	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000
XXIV.—Salt—								
XXV.—Saltpetre and other saline substances—								
1. Saltpetre	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000
2. Other saline substances	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000
XXVI.—Kiln—								
1. Raw—								
(a) Foreign	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000
(b) Indian	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000
2. With piece-goods—								
(a) Foreign	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000
(b) Indian	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000
XXVII.—Spices—								
1. Black pepper	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000
2. Pepper	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000
3. Ginger	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000
4. Chillies	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000
5. Cardamoms	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000
6. Others	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000
XXVIII.—Gum and Resin—								
XXIX.—Sugar—								
1. Refined or crystallized, including miscanandy.	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000
2. Unrefined—								
(a) Sugar	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000
(b) Gur, rab, molasses, honey, and other sugarine products.	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000
XXX.—Tea—								
1. Foreign	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000
2. Indian	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000
XXXI.—Tobacco—								
1. Unmanufactured	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000
2. Manufactured—								
(a) Opium	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000
(b) Other sorts	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000
XXXII.—Wood—								
1. Timber, sawn or split	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000
2. Manufactures	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000
XXXIII.—Wool—								
1. Raw	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000
2. Manufactured—								
(a) Carpets and rugs	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000
(b) Piece-goods, European	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000
(c) Piece-goods, Indian	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000
(d) Other sorts of manufactures.	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000
XXXIV.—All other articles of merchandise	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000
Total	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000

CALCUTTA, the 23rd October 1902.

T. SIDDLE,
Chief Auditor and Accountant.

EASTERN BENGAL STATE RAILWAY.

Abstract of Principal Commodities carried over the Eastern Bengal State Railway during the month of July 1902 as compared with the same month of the previous year.

No.	STAFFED	1900.	1901.	Increase in 1902.	Decrease in 1902.	EXPLANATIONS OF FLUCTUATIONS BY TRAFFIC SUPERINTENDENT.
		Tons.	Tons.	Tons.	Tons.	
1	Apparel, including drapery, haberdashery, millinery, uniforms, accoutrements, boots and shoes.	17	19	2		
2	Coal and coke carried for the Public and Foreign Railways.	24,812	24,789		23	
3	Cotton—					
	(1) Raw	114	127	13		
	(2) Manufactured—					
	(a) Twist and yarn, European	341	343	2		
	(b) Ditto, Indian	177	143		34	
	(c) Piece-goods, European	1,234	1,437	203		
	(d) Ditto, Indian	131			131	
	(e) Others					
4	Chemicals, excepting saltpetre	25	46	21		
5	Drugs—					
	(1) Intoxicating, other than opium	20			7	
	(2) Non-intoxicating—					
	(a) Medicinal preparations		47	47		
	(b) Others					
6	Dyes and Tans—					
	(1) Al (Morinda, etc.)					
	(2) Alizarine and Aniline dyes					
	(3) Cochineal	20	25	5		
	(4) Indigo		2	2		
	(5) Myrabolans					
	(6) Tanning barks					
	(7) Turmeric	260	269	9		
	(8) Others	41	7		34	
7	Fodder—					
	(1) Hhaka	464	448		16	
	(2) Hay, straw and grass	202	1,772	1,570		
8	Fruits and vegetables, fresh		207	207		
9	Grain and pulses—					
	(1) Gram and pulses	2,400	2,400			
	(2) Jawar and bajra		2,300	2,300		
	(3) Rice in the husk	2,064	2,410	346		
	(4) Do. not in the husk		125	125		
	(5) Wheat		87	87		
	(6) Do. flour		78	78		
	(7) Others	151			151	
10	Hides and skins—					
	(1) Hides of cattle—					
	(a) Dressed or tanned	723	494		229	
	(b) Raw					
	(2) Hides of sheep and other animals—					
	(a) Dressed or tanned	40	40			
	(b) Raw	13	4		9	
11	Horns	13	24	11		
12	Hemp (Indian) and other fibres, excluding jute.					
13	Jute—					
	(1) Raw	22,102	14,391		7,711	
	(2) Gunny-bags and slabs	678	645		33	
14	Lead	20	20			
15	Leather—					
	(1) Unwrought					
	(2) Wrought, excepting boots and shoes					
16	Liquors—					
	(1) Ale and beer	18	42	24		
	(2) Spirits of all kinds, including country spirit.					
	(3) Wine	71	14		57	
	(4) All other sorts, including toddy and fermented liquor, other than ale and beer.					
17	Metals—					
	(1) Brass, unwrought	13	21	8		
	(2) Do., wrought	141	145	4		
	(3) Copper, unwrought	8	27	19		
	(4) Do., wrought	18	18			
	(5) Iron and steel—					
	(a) Cast	47	51	4		
	(b) Unwrought					
	(c) Wrought	209	206		3	
	(d) Manufactured	266	266			
	(e) Others	140	117		23	
18	Oil—					
	(1) Kerosene	10,644	9,700		944	
	(2) Castor	7	5		2	
	(3) Coconut	160	187	27		
	(4) Mustard and rape	160	86		74	
	(5) Others	43	28		15	
19	Oilseeds—					
	(1) Castor	120	10		110	
	(2) Barilla					
	(3) Linseed	1,101	1,205	104		
	(4) Poppy					
	(5) Rape and mustard	2,700	1,312		1,388	
	(6) Tii or jalli	16	206	190		
	(7) Others	6	3		3	
20	Opium					
21	Pepper and pimento	200	200			
22	Provisions—					
	(1) Dried fruits and nuts	4	4			
	(2) Groceries	60	26		34	
	(3) Others	1,100	1,375	275		

No.	STAPLES.	1902.	1901.	Increase in 1902.	Decrease in 1902.	EXPLANATIONS OF FLUCTUATIONS OF TRAFFIC SUPPLEMENTARY.
		Tons.	Tons.	Tons.	Tons.	
22	Railway Plant, Ac., for the Public and Foreign Railways— (1) Locomotive engines and tenders and parts thereof. (2) Carriages and trucks and parts thereof (3) Materials— (a) Steel rails and fish-plates (b) Sleepers and keys of steel and cast- iron. (c) Others	04 104 103 120	226 407 147 504	222 303 44 384	176 343 16 120	
24	Salt	5,845	5,971	126	127	
25	Sulphate and other saline substances— (1) Sulphate (2) Other saline substances	222 222	277 277	55 55	155 155	
26	Silk— (1) Raw— (a) Foreign (b) Indian (2) Piece-goods— (a) Foreign (b) Indian	17 17 17 17	14 14 14 14	3 3 3 3	1 1 1 1	
27	Spices— (1) Black pepper (2) Cardamoms (3) Chillies (4) Ginger (5) Pepper (6) Others	909 13 278 126 20 27	577 5 160 126 6 161	321 2 132 126 14 134	44 2 74 74 34 64	
28	Stone and lime	2,515	2,509	6	740	
29	Sugar— (1) Refined or crystallized, including sugar- candy. (2) Unrefined— (a) Sugar (b) Ghr. mol. sugar, molasses, and other saccharine produce.	787 488 1,913	446 608 1,423	341 120 485	11 11 11	
30	Tan— (1) Foreign (2) Indian	5,811 5,811	5,825 5,825	14 14	14 14	
31	Tobacco— (1) Unmanufactured (2) Manufactured— (a) Cigars (b) Other sorts	2,400 20 20	4,241 15 15	1,841 5 5	1,751 11 11	
32	Wood— (1) Timber, unwrought (2) Manufactured	830 141	775 907	55 77	61 61	
33	Wool— (1) Raw (2) Manufactured— (a) Carpels and rags (b) Piece-goods, European (c) Ditto, Indian (d) Other sorts of manufactures	2 4 4 4	25 4 4 4	23 0 0 0	27 0 0 0	
34	All other articles of merchandise	7,404	7,219	185	185	
	Total	114,418	109,723	4,695	12,806	

CALCUTTA, the 24th October 1902.

HARPRASAD DAB,
for Examiner of Accounts, E. B. S. Railway.

Weekly Return of Traffic Receipts on Indian Railways.

EAST INDIAN RAILWAY.

Approximate Return of Traffic for week ended 20th September 1902 on 1,915.28 (a) miles open.

	COACHING TRAFFIC.		MERCHANDISE AND MINERAL TRAFFIC.		Other earnings (estimated).	Total earnings.	TRAFFIC TRAIN-MILES RUN.		
	Number of passengers.	Coaching Receipts.	Weight carried.	Receipts.			Coaching.	Merchandise.	Total.
		Rs. L. P.	Mds. a.	Rs. L. P.	Rs. L. P.	Rs. L. P.			
Receipts for the week	387,539	3,88,870 7 0	47,07,186 0	7,39,944 18 6	19,441 0 0	11,30,365 8 0	112,837	171,238	284,075
Receipts for the week of railway	3,921,947	37,15,885 8 0	6,09,67,188 50 7	81,40,355 10 0	2,39,647 0 0	1,30,75,040 2 0	1,175,374 5	1,881,179 5	3,056,554
Total for 117 weeks	4,309,778	41,04,887 15 0	5,57,34,292 30	88,70,888 0 0	2,39,647 0 0	1,30,75,040 2 0	1,175,374 5	1,881,179 5	3,056,554
By corresponding week	388,471	3,79,008 5 1	46,80,387 0	8,26,527 4 9	24,863 7 0	12,04,890 1 7	100,732	186,618	287,350
By corresponding week of railway	3,912,471	37,24,410 15 0	6,10,38,354 30	1,07,00,128 7 4	2,43,309 9 8	1,37,30,006 14 3	1,175,374 5	1,881,179 5	3,056,554
By corresponding week of previous year	3,912,471	37,24,410 15 0	6,10,38,354 30	1,07,00,128 7 4	2,43,309 9 8	1,37,30,006 14 3	1,175,374 5	1,881,179 5	3,056,554
By corresponding week of previous year	3,912,471	37,24,410 15 0	6,10,38,354 30	1,07,00,128 7 4	2,43,309 9 8	1,37,30,006 14 3	1,175,374 5	1,881,179 5	3,056,554

(a) Reduction of mile '21' is due to correction.

(b) The decrease in mileage is due to correction.

Added No. of passengers 3,800 and deducted Rs. 7,736 } On account of difference between the approximate and audited figures for the week ended 10th August 1902.

Do. Mds. 6,06,098 and .. 34,983 }
Do. .. 8,937 }

Audited figures up to 18th August 1902.

Abstract of progressive weekly returns of all earnings for 1902 in comparison with 1901.

Period.	Coaching Traffic.		Merchandise and Mineral Traffic.		Other earnings.	Total.	Per mile of railway.	Train mileage.	
	No. of passengers.	Rs.	Mds.	Rs.				No.	Rs. L. P.
1st day of July	710,808	6,68,787	86,39,882	14,02,590	21,611	20,81,657	1,129	808,875	4 3 10
Week ended 10th "	441,188	3,78,481	47,42,681	6,07,416	10,655	11,61,613	620	348,831	4 3 2
" " 20th "	870,257	8,75,408	46,61,415	7,07,425	10,246	11,00,674	578	870,886	4 3 1
" " 30th Aug.	343,730	3,31,083	46,81,101	7,34,712	29,773	10,88,159	595	343,488	4 3 11
" " 10th "	363,306	3,30,884	46,04,092	7,34,710	27,228	10,81,108	568	377,403	4 3 6
" " 20th "	341,689	3,38,330	47,11,171	7,35,191	24,401	10,08,277	574	373,190	4 3 7
" " 30th "	341,689	3,38,330	47,11,171	7,35,191	24,401	10,08,277	574	373,190	4 3 7
" " 10th Sept.	318,019	3,34,319	46,11,280	7,35,014	24,011	10,04,664	573	328,310	4 3 7
" " 20th "	318,019	3,34,319	46,11,280	7,35,014	24,011	10,04,664	573	328,310	4 3 7
" " 30th "	318,019	3,34,319	46,11,280	7,35,014	24,011	10,04,664	573	328,310	4 3 7
" " 10th "	318,019	3,34,319	46,11,280	7,35,014	24,011	10,04,664	573	328,310	4 3 7
" " 20th "	318,019	3,34,319	46,11,280	7,35,014	24,011	10,04,664	573	328,310	4 3 7
" " 30th "	318,019	3,34,319	46,11,280	7,35,014	24,011	10,04,664	573	328,310	4 3 7
Totals up to date	4,408,778	41,04,887	5,57,34,292	88,70,888	2,39,647	1,30,75,040	590	3,056,554	4 3 6

Abstract of progressive weekly returns of all earnings for 1902 in comparison with 1901—concluded.

1901.

Period.	Coaching Traffic.		Merchandise and Mineral Traffic.		Other earnings.	Total.	Per mile of railway.	Train mileage.	
	No. of passengers.	Rs.	Mds.	Rs.				No.	Rs. L. P.
1st day of July	707,203	7,08,073	1,04,88,301	16,09,101	24,086	20,59,460	1,464	844,970	4 0 6
Week ended 10th "	388,810	3,76,844	54,51,587	6,06,818	19,408	13,77,544	749	323,917	4 3 7
" " 20th "	430,087	4,34,996	50,18,440	6,06,818	19,408	14,01,289	779	328,816	4 3 6
" " 30th Aug.	427,584	4,36,708	50,18,440	6,06,818	19,408	14,01,289	779	328,816	4 3 6
" " 10th "	419,888	4,33,009	48,24,899	6,01,700	20,779	13,00,744	745	310,148	4 4 0
" " 20th "	398,098	4,31,163	47,37,112	6,18,702	21,789	13,88,144	803	301,408	4 4 1
" " 30th "	348,118	3,38,408	44,31,408	6,10,004	21,047	11,96,747	626	289,870	4 4 0
" " 10th Sept.	381,880	3,43,478	50,08,448	6,10,004	20,035	13,75,774	667	325,540	4 3 4
" " 20th "	380,438	3,74,378	51,64,818	6,18,040	18,184	13,06,238	658	327,720	4 3 1
" " 30th "	378,078	3,74,311	48,88,031	6,10,004	23,761	13,39,588	671	325,470	4 3 3
" " 10th "	348,471	3,78,008	48,88,031	6,10,004	23,761	13,39,588	671	325,470	4 3 3
Totals up to date	4,412,388	41,79,611	6,10,30,356	1,07,00,128	2,43,309	1,37,30,007	723	3,040,307	4 3 6

* Audited figures.

TARKESSUR BRANCH RAILWAY.

Approximate Return of Traffic for week ended 20th September 1902, on 27.83 miles open.

	COACHING TRAFFIC.		MERCHANDISE AND MINERAL TRAFFIC.		Other earnings (estimated).	Total earnings.	TRAFFIC YARN-UPON		
	Number of passengers.	Coaching receipts.	Weight carried.	Receipts.			Coaching.	Merchandise.	Mineral.
		Rs. a. p.	Mds. c.	Rs. a. p.	Rs. a. p.	Rs. a. p.			
Total traffic for the week	17,024	4,087 9 0	12,777 00	477 5 0	0 0 0	4,565 14 0	1,123	00	00
Or per mile of railway	222,297*	162 15 7	1,56,994 307	51 7 7	0 0 0	164 13 11	11,808	00	00
For previous 104 weeks of half-year	320,204	64,374 5 0	2,16,775 00	1,041 21 0	0 0 0	65,027 1 0	16,708	1,104	00
Total for 114 weeks									
COMPARISONS.									
Total for corresponding week of previous year	10,375†	4,085 11 5	9,220 20	330 2 0	0 0 0	4,415 11 5	1,145	00	00
For mile of railway corresponding week of previous year	133 12 5		16 1 3	4 1 0		159 5 2			
Total for corresponding 114 weeks of previous year	342,480	65,874 4 10	2,06,004 18	2,304 5 0	0 0 0	68,178 5 7	17,207	771	00

* Added No. of passengers 1,811 and Rs. 67.
† Deducted Mds. 18,511 and .. 84.
‡ Added
§ Added figures up to 15th August 1902.

1902.

Abstract of progressive weekly returns of all earnings for 1902 in comparison with 1901.

Open mileage.	Period.	Coaching Traffic.		Merchandise and Mineral Traffic.		Other earnings.	Total.	For mile of railway.	Train mileage.
		No. of passengers.	Rs.	Mds.	Rs.	Rs.	Rs.	Rs.	No. of miles.
1902	15 days of July	40,001	10,079	15,007	1,025	10	11,004	425	1,000
1901	Week ended 18th "	41,007	10,020	15,000	1,000	10	11,000	425	1,000
1902	" " 25th "	39,007	9,957	14,995	1,000	10	10,962	400	1,000
1901	" " 25th "	38,000	9,700	14,991	1,000	11	10,691	390	1,000
1902	" " 1st August	19,005	4,707	7,000	500	0	5,202	185	1,000
1901	" " 1st "	20,017	4,600	7,700	500	10	5,410	201	1,000
1902	" " 8th "	17,000	4,407	6,000	400	0	4,707	170	1,000
1901	" " 8th "	17,001	4,320	5,990	400	0	4,690	169	1,000
1902	" " 15th September	16,006	4,314	5,971	400	0	4,684	165	1,000
1901	" " 15th "	15,100	4,215	5,874	400	0	4,684	160	1,000
1902	" " 20th "	17,000	4,407	6,000	475	0	4,882	170	1,000
	Totals up to date	300,000	64,374	1,16,775	5,505	47	69,827	240	13,000

Abstract of progressive weekly returns of all earnings for 1902 in comparison with 1901—concluded.

1901.

Open mileage.	Period.	No. of passengers.	Rs.	Mds.	Rs.	Rs.	Rs.	Rs.	No. of miles.
1902	15 days of July	41,000	10,000	15,000	1,000	10	10,710	425	1,000
1901	Week ended 18th "	40,000	9,900	14,900	1,000	10	10,600	400	1,000
1902	" " 25th "	39,000	9,800	14,800	1,000	10	10,600	400	1,000
1901	" " 25th "	38,000	9,700	14,700	1,000	11	10,400	390	1,000
1902	" " 1st August	19,000	4,700	7,000	500	0	5,200	185	1,000
1901	" " 1st "	20,000	4,600	7,000	500	10	5,100	200	1,000
1902	" " 8th "	17,000	4,400	6,000	400	0	4,700	170	1,000
1901	" " 8th "	17,000	4,300	5,900	400	0	4,600	165	1,000
1902	" " 15th September	16,000	4,300	5,900	400	0	4,600	165	1,000
1901	" " 15th "	15,000	4,200	5,800	400	0	4,500	160	1,000
1902	" " 20th "	17,000	4,400	6,000	475	0	4,875	170	1,000
	Totals up to date	300,000	64,374	1,16,775	5,505	47	69,827	240	13,000

* Audited figures.

SOUTH BEHAR RAILWAY.

Approximate Return of Traffic for week ended 30th September 1903 on 78.76 miles open.

	COACHING TRAFFIC.		MERCHANDISE AND MINERAL TRAFFIC.		Other earnings (estimated).	Total earnings.	TRAFFIC TRAIN-MILES.		
	Number of passengers.	Coachline receipts.	Weight carried.	Receipts.			Coaching.	Merchandise.	Total.
		Rs. A. P.	Mds. L.	Rs. A. P.	Rs. A. P.	Rs. A. P.			
Total traffic for the week ...	(a) 14,310	(a) 7,737 8 0	26,374 20	2,054 0 0	12 0 0	8,808 8 0	1,206	1,000	2,206
Or per mile of railway ...	117,287 ^a	62,119 10 0 ^a	4,01,686 10 ^a	24,737 18 0 ^a	180 0 0 ^a	87,630 8 0	90,673 ^a	1,103 ^a	2,006 ^a
For previous 104 weeks of half-year ...	131,307	69,859 1 0	4,37,570 20	28,811 12 0	171 0 0	96,941 14 0	23,471	11,300	34,771
Total for 114 weeks ...									
COMPARISON.									
Total for corresponding week of previous year ...	11,684	5,135 8 0	27,072 20	2,080 4 0	17 2 0	7,301 16 0	2,150	1,100	3,250
Per mile of railway corresponding week of previous year ...	93 1 6	41 1 6	3,444	26 2 4	0 2 0	91 7 1	100	100	200
Total for corresponding 114 weeks of previous year ...	104,425	51,028 1 1	4,67,712 20	31,051 2 0	192 14 0	1,23,140 8 1	24,706	14,400	39,106

(a) The increase is due to pilgrim traffic to Gaya.

^a Added No. of passengers 180 and deducted Rs. 100.^b Deducted Rs. 2,595 and ...^c Audited figures up to 15th August 1903.

On account of difference between the Approximate and Audited figures for the week ended 30th Sept. 1903.

1902.

Abstract of progressive weekly returns of all earnings for 1902 in comparison with 1901.

Open mileage.	Period.	Coaching Traffic.		Merchandise and Mineral Traffic.		Other earnings.	Total.	Per mile of railway.	Train miles.
		No. of Passengers.	Rs.	Mds.	Rs.	Rs.	Rs.	Rs.	No. of Trains.
1901	13 days of July	25,514	12,310	70,897	4,378	40	16,825	214	4,501
1902	Week ended 19th "	12,811	6,501	32,686	2,135	8	8,724	111	2,754
1902	" " 26th "	11,730	5,984	31,971	2,160	8	8,223	105	2,835
1902	" " 3rd Aug.	18,244	8,000	33,574	2,310	11	10,595	117	2,830
1902	" " 9th "	10,672	5,318	28,578	2,090	10	7,980	93	2,374
1902	" " 16th "	9,485	4,884	22,587	2,383	11	7,223	82	2,360
1902	" " 23rd "	9,135	4,780	22,478	1,973	10	7,703	98	2,406
1902	" " 30th "	8,955	4,684	22,386	2,335	12	7,792	94	2,400
1902	" " 6th Sept.	8,817	4,781	22,070	1,990	13	7,763	95	2,385
1902	" " 13th "	8,464	4,507	20,184	1,840	13	7,358	91	2,360
1902	" " 20th "	14,114	7,739	36,371	2,404	13	10,506	124	3,087
	Totals up to date ...	121,397	69,659	4,27,971	28,211	171	96,941	105	32,857

Abstract of progressive weekly returns of all earnings for 1902 in comparison with 1901—concluded.

Open mileage.	Period.	Coaching Traffic.		Merchandise and Mineral Traffic.		Other earnings.	Total.	Per mile of railway.	Train miles.
		No. of Passengers.	Rs.	Mds.	Rs.	Rs.	Rs.	Rs.	No. of Trains.
1902	13 days of July	25,514	12,310	70,897	4,378	40	16,825	214	4,501
1902	Week ended 26th "	12,811	6,501	32,686	2,135	8	8,724	111	2,754
1902	" " 3rd Aug.	11,730	5,984	31,971	2,160	8	8,223	105	2,835
1902	" " 10th "	18,244	8,000	33,574	2,310	11	10,595	117	2,830
1902	" " 17th "	10,672	5,318	28,578	2,090	10	7,980	93	2,374
1902	" " 24th "	9,485	4,884	22,587	2,383	11	7,223	82	2,360
1902	" " 31st "	9,135	4,780	22,478	1,973	10	7,703	98	2,406
1902	" " 7th Sept.	8,955	4,684	22,386	2,335	12	7,792	94	2,400
1902	" " 14th "	8,817	4,781	22,070	1,990	13	7,763	95	2,385
1902	" " 21st "	8,464	4,507	20,184	1,840	13	7,358	91	2,360
1902	" " 28th "	14,114	7,739	36,371	2,404	13	10,506	124	3,087
	Totals up to date ...	121,397	69,659	4,27,971	28,211	171	96,941	105	32,857

* Audited figures.

EAST INDIAN RAILWAY.

Approximate Return of Traffic for week ended 27th September 1902 on 1,213.28 miles open.

	COACHING TRAFFIC.		MERCHANDISE AND MINERAL TRAFFIC.		Other earnings (estimated).	Total earnings.	TRAFFIC TRAIN-MILES RUN.		
	Number of passengers.	Coaching receipts.	Weights carried.	Receipts.			Coaching.	Merchandise.	Total.
	(a)	Rs. A. P.	Mds. S.	Rs. A. P.	Rs. A. P.	Rs. A. P.			
Actual traffic for the week ...	330,872	3,78,321 10 0	81,40,935 30	8,07,850 5 0	17,808 0 0	12,38,447 5 0	110,806	174,357	285,163
For per mile of railway ...	272 14 7	312 14 7	66,915 30	66,915 30	148 1 3	102 5 8	91 5 8	151 5 8	243 1 1
For corresponding 112 weeks of half-year ...	4,315,317	49,83,705 10 0	1,07,07,388 30	10,80,632 5 0	2,30,000 0 0	1,82,78,471 4 0	1,24,7,877	1,953,797	3,201,674
Total for 112 weeks ...	4,646,500	54,73,940 9 0	1,15,17,314 30	11,78,210 12 0	2,70,304 0 0	1,94,37,151 5 0	1,36,533	2,135,694	3,502,227
COMPARISON.									
Actual for corresponding week of previous year ...	440,410	4,08,744 5 0	49,94,805 30	9,14,046 3 7	19,034 7 3	13,82,537 10 10	114,835	184,074	298,909
For per mile of railway correspond. for week of previous year ...	368 15 0	338 15 0	66,915 30	66,915 30	158 5 8	113 5 8	91 5 8	151 5 8	243 1 1
Actual for corresponding 112 weeks of previous year ...	4,651,294	55,43,185 5 6	1,16,30,921 10	1,16,33,344 10 11	2,82,434 0 6	1,71,23,834 10 1	1,400,460	2,588,479	3,988,939

(a) The decrease is due (1) to the running of extra troop trains in the corresponding period of 1901, from Kidderpore Docks to North-Western Railway and (2) greater movements of pilgrims.
 (b) The decrease is chiefly in coal.
 † Added No. of passengers 8,541 and deducted Rs. 10,623 On account of difference between the approximate and audited figures for the week ended 2nd August 1902.
 ‡ No. Mts. 43,078 and deducted " 1,007 " 8-11
 § Deducted " 8-11
 ¶ Audited figures up to 2nd August 1902.

1902.

Abstract of progressive weekly returns of all earnings for 1902 in comparison with 1901.

Open mileage.	Period.	Coaching Traffic.		Merchandise and Mineral Traffic.		Other earnings.	Total.	Per mile of Railway.	Train mileage.
		No. of Passengers.	Rs.	Mds.	Rs.	Rs.	Rs.	Rs.	No. of Miles.
1897-98	15 days of July	710,808	4,65,787	88,24,882	14,82,238	31,611	21,68,497	1,120	500,673
1901-02	Week ended 18th July	431,134	3,78,321	47,43,934	8,07,850	10,695	11,97,815	640	285,163
1901-02	" " 27th "	370,397	3,78,321	43,89,318	7,97,433	10,510	11,96,073	578	279,028
1901-02	" " 3rd August	345,726	3,21,082	42,81,101	7,39,123	28,778	10,89,789	509	245,408
1901-02	" " 10th "	338,808	3,30,365	46,04,040	7,36,710	27,091	10,41,166	483	257,093
1901-02	" " 17th "	301,658	3,38,820	47,51,171	7,35,191	22,409	10,35,577	473	253,150
1901-02	" " 24th "	258,838	3,17,034	41,55,743	6,85,508	18,789	10,04,890	456	210,251
1901-02	" " 31st "	280,013	3,34,316	40,11,239	7,34,004	22,911	10,04,890	473	210,251
1901-02	" " 7th Sept.	318,807	3,17,034	41,55,743	7,34,004	22,911	10,04,890	473	210,251
1901-02	" " 14th "	332,087	3,19,883	42,73,745	7,72,716	22,944	11,39,079	509	259,274
1901-02	" " 21st "	337,894	3,30,365	47,51,171	7,35,944	19,431	11,36,640	512	252,097
1901-02	" " 28th "	357,073	3,30,365	51,40,946	8,07,850	17,424	12,38,447	534	285,163
	Totals up to date	4,646,500	54,73,941	1,15,17,314	11,78,210	2,70,304	1,94,37,151	503	3,502,227

Abstract of progressive weekly returns of all earnings for 1902 in comparison with 1901—concluded.

1901.

	Period.	No. of Passengers.	Rs.	Mds.	Rs.	Rs.	Rs.	Rs.	No. of Miles.
1897-98	15 days of July	710,808	4,65,787	88,24,882	14,82,238	31,611	21,68,497	1,120	500,673
1901-02	Week ended 18th July	431,134	3,78,321	47,43,934	8,07,850	10,695	11,97,815	640	285,163
1901-02	" " 27th "	370,397	3,78,321	43,89,318	7,97,433	10,510	11,96,073	578	279,028
1901-02	" " 3rd August	345,726	3,21,082	42,81,101	7,39,123	28,778	10,89,789	509	245,408
1901-02	" " 10th "	338,808	3,30,365	46,04,040	7,36,710	27,091	10,41,166	483	257,093
1901-02	" " 17th "	301,658	3,38,820	47,51,171	7,35,191	22,409	10,35,577	473	253,150
1901-02	" " 24th "	258,838	3,17,034	41,55,743	6,85,508	18,789	10,04,890	456	210,251
1901-02	" " 31st "	280,013	3,34,316	40,11,239	7,34,004	22,911	10,04,890	473	210,251
1901-02	" " 7th Sept.	318,807	3,17,034	41,55,743	7,34,004	22,911	10,04,890	473	210,251
1901-02	" " 14th "	332,087	3,19,883	42,73,745	7,72,716	22,944	11,39,079	509	259,274
1901-02	" " 21st "	337,894	3,30,365	47,51,171	7,35,944	19,431	11,36,640	512	252,097
1901-02	" " 28th "	357,073	3,30,365	51,40,946	8,07,850	17,424	12,38,447	534	285,163
	Totals up to date	4,646,500	54,73,941	1,15,17,314	11,78,210	2,70,304	1,94,37,151	503	3,502,227

* Audited figures.

TAREESSUR BRANCH RAILWAY.

Approximate Return of Traffic for week ended 27th September 1902 to 22-23 miles open.

	COACHING TRAFFIC.		MERCHANDISE AND MINERAL TRAFFIC.		Other earnings (estimated).	Total earnings.	TRAFFIC TRAIL-MILES OF		
	No. of passengers.	Coaching receipts.	Weight carried.	Receipts.			Coaching.	Merchandise.	To.
Total traffic for the week	10,302	Rs. A. P. 4,885 6 0	Mds. 15,174 30	Rs. A. P. 25 11 0	Rs. A. P. 8 0 0	4,907 6 0	1,173	70	1
Or per mile of railway	240,300*	50,301 8 0	3,641 70 30*	3,233 11 0†	39 0 0‡	63,731 1 0	12,905	1,100	20
For previous 11½ weeks of half-year	250,507	40,679 11 0	2,35,378 10	5,913 13 0	86 8 0	37,600 7 0	52,975	1,100	12
Total for 12½ weeks									
Comparison.									
Total for corresponding week of previous year.	10,641	4,460 9 1	13,838 10	345 5 0	3 15 0	4,835 7 1	1,303	124	1
Per mile of railway corresponding week of previous year.	240,300*	189 11 8	3,641 70 30*	34 3 8	0 8 5	254 4 3	12,905	1,100	20
Total for corresponding 12½ weeks of previous year.	267,078	39,810 4 11	1,14,460 30	4,409 13 0	100 8 9	54,371 10 9	14,420	1,100	12

* Added No. of passengers 328 and deducted 22,178. 16,078
 † Deducted 22,178. 16,078
 ‡ Added
 § Audited figures up to 30th August 1902.

and Rs. 219 } on account of difference between the approximate and audited figures for the week ended August 1902.

1902.

Abstract of progressive weekly returns of all earnings for 1902 in comparison with 1901.

Open stations.	Period.	Coaching Traffic.		Merchandise and Mineral Traffic.		Other earnings.	Total.	Per mile of railway.	Traffic miles.
		No. of passengers.	Rs.	Mds.	Rs.	Rs.	Rs.	Rs.	No. of passengers.
1901-02	15 days of July	40,951	10,018	29,607	1,575	10	11,604	522	2,000
1902-03	Week ended 27th July	31,167	10,029	10,687	408	10	7,343	250	1,332
1902-03	" " 3rd August	25,867	5,367	10,035	504	6	6,407	264	1,184
1902-03	" " 9th "	18,695	4,717	7,661	354	11	4,105	186	1,184
1902-03	" " 16th "	20,417	4,984	7,661	354	6	5,611	248	1,184
1902-03	" " 23rd "	16,909	4,061	8,808	375	13	5,141	251	1,184
1902-03	" " 30th "	17,391	4,816	22,449	375	7	4,489	201	1,184
1902-03	" " 6th Sept.	16,806	3,871	21,071	368	3	4,303	201	1,184
1902-03	" " 13th "	19,194	4,813	12,676	430	8	4,488	203	1,184
1902-03	" " 20th "	17,588	4,067	18,718	478	3	4,652	210	1,184
1902-03	" " 27th "	10,302	4,338	15,174	371	8	4,987	210	1,184
	Totals up to date	250,507	60,680	1,14,460	6,925	98	57,700	246	15,180

Abstract of progressive weekly returns of all earnings for 1902 in comparison with 1901—concluded.

1901.

		No. of passengers.	Rs.	Mds.	Rs.	Rs.	Rs.	Rs.	No. of passengers.
1901-02	15 days of July	41,364	9,918	29,302	785	18	10,724	492	2,044
1902-03	Week ended 30th July	29,633	6,030	9,870	397	8	6,435	216	1,184
1902-03	" " 6th August	24,403	6,411	7,331	359	6	7,177	303	1,332
1902-03	" " 13th "	21,649	4,191	8,037	312	10	5,738	251	1,184
1902-03	" " 20th "	19,155	4,634	7,207	378	2	5,138	213	1,184
1902-03	" " 27th "	18,695	4,061	8,808	375	13	5,141	251	1,184
1902-03	" " 3rd Sept.	19,635	4,331	8,808	375	7	4,712	213	1,184
1902-03	" " 10th "	14,601	3,100	7,310	370	7	3,463	207	1,184
1902-03	" " 17th "	20,780	4,288	12,304	471	21	4,741	213	1,184
1902-03	" " 24th "	15,576	4,080	9,259	338	9	4,428	213	1,184
1902-03	" " 31st "	10,641	4,460	13,838	371	8	4,985	210	1,184
	Totals up to date	267,078	60,811	1,14,460	4,401	180	61,373	245	15,180

* Audited figures.

DELHI-UMBALLA-KALKA RAILWAY.

Approximate *Revenue* of Traffic for week ended 27th September 1902 on 162.94 miles open.

	COACHING TRAFFIC.		MERCHANDISE AND MINERAL TRAFFIC.		Other earnings (estimated).	Total earnings.	TRAFFIC TRAIN-MILE SUR.		
	No. of Passengers.	Coaching Receipts.	Weight carried.	Receipts.			Coaching.	Merchandise.	Total.
	(a)	Rs. A. P.	Mds. c.	Rs. A. P.	Rs. A. P.	Rs. A. P.			
Total traffic for the week ...	15,731	14,547 13 0	1,08,467 80	15,315 1 0	51 0 0	26,310 15 0	8,530	3,548	12,078
For mile of railway ...	240,180*	2,08,638 13 0	17,86,981 18†	1,14,448 8 0†	518 8 0†	1,63,687 10 0	100,728†	52,180†	152,908
Total for 131 weeks ...	20,541	19,491 9 0	15,48,446 80	1,51,748 2 0	600 0 0	2,40,796 10 0	100,977	48,740	149,717
COMPARISONS.									
For corresponding week of previous year ...	16,510	18,775 9 0	1,01,302 20	14,012 10 9	42 13 0	32,587 1 0	8,162	3,795	11,957
For mile of railway corresponding week of previous year ...	...	121 14 0	...	88 11 2	0 4 1	230 12 2	...	...	...
Total for corresponding 134 weeks of previous year ...	205,110	2,32,620 9 11	15,48,392 10	1,52,978 4 2	480 5 2	2,45,012 13 4	100,876	49,838	150,714

(a) The decrease is due to the running of extra (train) from Kidderpore Docks to North-Western Railway.

* Added No. of passengers 308 and deducted Rs. 2,467. On account of difference between the approximate and audited figures for the week ended 31st Dec. amounts to Rs. 2,467 and " 17 } August 1902.

† Audited figures up to 31st August 1902.

Abstract of progressive weekly returns of all earnings for 1902 in comparison with 1901.

Open mileage.	Period.	Coaching Traffic.		Merchandise and Mineral Traffic.		Other earnings.	Total.	Per mile of railway.	Train mileage.
		Number of Passengers.	Rs.	Mds.	Rs.	Rs.	Rs.	Rs.	No. of Trains.
1901-12	19 days of July	40,000	20,001	1,45,000	10,047	10	31,058	15	22,765
1901-13	Week ended 19th "	32,411	17,003	8,40,416	15,008	46	22,074	603	13,707
1901-14	" " 26th "	34,037	20,107	1,02,083	8,004	32	31,053	191	13,778
1901-15	" " 3rd Aug.	30,184	15,925	1,00,000	7,715	80	23,681	140	15,278
1901-16	" " 10th "	31,715	17,115	98,518	7,445	68	26,618	162	12,810
1901-17	" " 17th "	31,830	16,808	94,434	6,850	48	23,690	164	13,275
1901-18	" " 24th "	19,781	14,378	8,79,118	15,016	29	27,421	180	15,323
1901-19	" " 31st "	17,740	12,847	63,388	10,058	20	21,118	145	12,040
1901-20	" " 7th Sept.	16,448	10,800	80,408	8,990	30	25,855	158	13,554
1901-21	" " 14th "	31,630	17,000	95,074	7,430	48	25,508	181	12,871
1901-22	" " 21st "	18,478	12,435	80,110	8,560	44	27,095	167	12,495
1901-23	" " 28th "	14,781	10,948	1,00,448	15,818	31	26,817	175	12,897
	Totals up to date	204,851	2,10,403	15,48,446	1,51,748	540	2,40,729	179	100,125

Abstract of progressive weekly returns of all earnings for 1902 in comparison with 1901—concluded.

1901.

Open mileage.	Period.	Number of Passengers.	Rs.	Mds.	Rs.	Rs.	Rs.	Rs.	No. of Trains.
1901-24	12 days of July	31,985	21,128	3,15,000	30,744	38	46,018	258	31,946
1901-25	Week ended 28th "	23,879	11,801	85,121	10,708	48	35,005	174	11,711
1901-26	" " 5th "	32,034	19,487	95,877	10,008	43	39,502	179	21,334
1901-27	" " 12th "	31,633	22,416	94,808	11,519	60	34,845	211	11,803
1901-28	" " 19th "	31,687	18,325	1,00,344	11,040	34	30,790	180	11,000
1901-29	" " 26th "	18,907	12,073	1,07,423	6,899	44	24,997	168	14,194
1901-30	" " 3rd Sept.	30,600	10,351	61,730	10,684	33	23,948	169	11,044
1901-31	" " 10th "	19,670	10,011	78,947	8,730	34	23,843	167	13,850
1901-32	" " 17th Sept.	19,044	15,406	1,45,328	8,510	61	34,872	163	11,553
1901-33	" " 24th "	17,868	16,758	75,573	10,080	40	37,741	171	11,484
1901-34	" " 1st "	19,700	23,112	1,07,328	10,840	64	37,785	254	11,850
1901-35	" " 8th "	18,810	10,772	1,01,808	16,013	48	36,597	231	11,871
	Totals up to date	205,110	2,32,620	15,48,392	1,52,978	631	2,45,012	186	151,908

* Audited figures.

Approximate Return of Traffic for week ended 27th September 1908 647076 miles open.

(a) The increase is due to the movements of pilgrims.									
1. Added No. of passengers 598 and deducted Rs. 1,844 } On account of difference between the approximate and audited figures for the week ended 31st 2. Do. mainly 3,591 and " 485 } August 1955. 3. Deducted " 30 4. Audited figures up to 31st August 1955.									

Abstract of progressive weekly returns of all earnings for 1902 in comparison with 1901.

Abstract of progressive weekly returns of all earnings for 1902 in comparison with 1901—continued.

* Audited figures.

EAST INDIAN RAILWAY.

Approximate Return of Traffic for week ended 4th October 1902, on 1,919.28 miles open.

	PASSENGER TRAFFIC.		MERCHANDISE AND MINERAL TRAFFIC.		Other earnings (estimated).	Total earnings.	TRAFFIC TRAIL-MILES RUN.		
	Number of passengers.	Cowching receipts.	Weight carried.	Receipts.			Cowching.	Merchandise.	Total.
		Rs. A. P.	Mds. S.	Rs. A. P.	Rs. A. P.	Rs. A. P.			
For the week ended 4th Oct. 1902	396,375	4,32,375 8 0	57,03,000 30	9,45,950 0 0	18,744 0 0	13,94,238 11 0	111,500	180,780	292,280
For the week ended 4th Oct. 1901	4,085,047*	44,64,351 9 0	6,07,43,230 307	96,77,501 12 0†	2,72,969 0 0	1,64,14,000 0 0	1,338,000	2,852,300	4,190,300
Total for 134 weeks	4,481,422	48,96,726 14 0	6,64,42,230 0	1,06,24,451 2 0	2,91,713 0 0	1,85,10,100 0 0	1,450,500	2,414,080	3,864,580
COMPARISON.									
For the corresponding week of previous year.	407,500†	4,00,214 8 8	55,96,175 30	9,70,635 16 0	22,051 1 1	14,02,481 8 3	116,441	181,491	297,932
For the corresponding week of previous year.	4,085,047*	44,64,351 9 0	6,07,43,230 307	96,77,501 12 0†	2,72,969 0 0	1,64,14,000 0 0	1,338,000	2,852,300	4,190,300
For the corresponding week of previous year.	4,085,047*	44,64,351 9 0	6,07,43,230 307	96,77,501 12 0†	2,72,969 0 0	1,64,14,000 0 0	1,338,000	2,852,300	4,190,300

(a) The decrease is chiefly in coal traffic.

† Deducted No. of passengers 7,583 and

Ditto mds. 1,74,002 and added

Ditto

Audited figures up to 30th August 1902.

On account of difference between the approximate and audited figures for the week ended 30th August 1902.

Abstract of progressive weekly returns of all earnings for 1902 in comparison with 1901.

Open days.	Period.	PASSENGER TRAFFIC.		MERCHANDISE AND MINERAL TRAFFIC.		Other earnings.	Total.	Per mile of railway.	TRAFFIC TRAIL-MILES RUN.	
		No. of passengers.	Rs.	Mds.	Rs.				No.	Rs. A. P.
1902	13 days of July.	714,003	8,85,787	88,48,302	14,42,380	21,411	21,40,087	1,129	600,070	4 8 10
1901	Week ended 18th "	441,134	5,78,481	67,48,301	9,42,540	14,686	11,97,013	648	388,432	4 8 10
1902	" " 25th "	370,607	3,73,896	45,68,634	7,97,635	16,118	11,09,078	570	279,058	4 8 10
1901	" " 2nd Aug.	344,724	3,41,083	40,81,101	7,30,083	16,118	10,69,799	548	266,686	4 8 10
1902	" " 9th "	383,304	3,83,008	48,98,008	7,90,710	16,118	10,69,799	548	277,548	4 8 10
1901	" " 16th "	383,304	3,83,008	48,98,008	7,90,710	16,118	10,69,799	548	277,548	4 8 10
1902	" " 23rd "	317,170	3,17,170	41,37,170	6,80,508	16,118	10,69,799	548	277,548	4 8 10
1901	" " 30th "	317,170	3,17,170	41,37,170	6,80,508	16,118	10,69,799	548	277,548	4 8 10
1902	" " 6th Sept.	317,170	3,17,170	41,37,170	6,80,508	16,118	10,69,799	548	277,548	4 8 10
1901	" " 13th "	317,170	3,17,170	41,37,170	6,80,508	16,118	10,69,799	548	277,548	4 8 10
1902	" " 20th "	317,170	3,17,170	41,37,170	6,80,508	16,118	10,69,799	548	277,548	4 8 10
1901	" " 27th "	317,170	3,17,170	41,37,170	6,80,508	16,118	10,69,799	548	277,548	4 8 10
1902	" " 4th Oct.	317,170	3,17,170	41,37,170	6,80,508	16,118	10,69,799	548	277,548	4 8 10
Totals up to date		2,014,332	20,14,332	2,014,332	20,14,332	2,014,332	20,14,332	2,014,332	2,014,332	2,014,332

Abstract of progressive weekly returns of all earnings for 1902 in comparison with 1901—concluded.

1901.

Open days.	Period.	PASSENGER TRAFFIC.		MERCHANDISE AND MINERAL TRAFFIC.		Other earnings.	Total.	Per mile of railway.	TRAFFIC TRAIL-MILES RUN.	
		No. of passengers.	Rs.	Mds.	Rs.				No.	Rs. A. P.
1902	13 days of July.	714,003	8,85,787	88,48,302	14,42,380	21,411	21,40,087	1,129	600,070	4 8 10
1901	Week ended 18th "	441,134	5,78,481	67,48,301	9,42,540	14,686	11,97,013	648	388,432	4 8 10
1902	" " 25th "	370,607	3,73,896	45,68,634	7,97,635	16,118	11,09,078	570	279,058	4 8 10
1901	" " 2nd Aug.	344,724	3,41,083	40,81,101	7,30,083	16,118	10,69,799	548	266,686	4 8 10
1902	" " 9th "	383,304	3,83,008	48,98,008	7,90,710	16,118	10,69,799	548	277,548	4 8 10
1901	" " 16th "	383,304	3,83,008	48,98,008	7,90,710	16,118	10,69,799	548	277,548	4 8 10
1902	" " 23rd "	317,170	3,17,170	41,37,170	6,80,508	16,118	10,69,799	548	277,548	4 8 10
1901	" " 30th "	317,170	3,17,170	41,37,170	6,80,508	16,118	10,69,799	548	277,548	4 8 10
1902	" " 6th Sept.	317,170	3,17,170	41,37,170	6,80,508	16,118	10,69,799	548	277,548	4 8 10
1901	" " 13th "	317,170	3,17,170	41,37,170	6,80,508	16,118	10,69,799	548	277,548	4 8 10
1902	" " 20th "	317,170	3,17,170	41,37,170	6,80,508	16,118	10,69,799	548	277,548	4 8 10
1901	" " 27th "	317,170	3,17,170	41,37,170	6,80,508	16,118	10,69,799	548	277,548	4 8 10
1902	" " 4th Oct.	317,170	3,17,170	41,37,170	6,80,508	16,118	10,69,799	548	277,548	4 8 10
Totals up to date		2,014,332	20,14,332	2,014,332	20,14,332	2,014,332	20,14,332	2,014,332	2,014,332	2,014,332

* Audited figures.

TARKESOUR BRANCH RAILWAY.

Approximate Return of Traffic for week ended 4th October 1902 on 37.23 miles open.

	COACHING TRAFFIC.		MERCHANDISE AND MINERAL TRAFFIC.		Other earnings (equipment).	Total earnings.	TRAFFIC TRAIN-MILES RUN.		
	No. of passengers.	Coaching receipts.	Weight carried.	Receipts.			Coaching.	Merchandise.	Total.
Total traffic for the week	31,799	Rs. 1,640 12 5	17,799 13	798 12 8	8 0 0	6,166 10 0	1,006	80	1,086
Or per mile of railway	857.081*	440 2 5	4,784 10†	21 14 8	2 0 0	165 5 3	26.816‡	2.100§	28.916
For previous 13½ weeks of half-year.	270,241	Rs. 55,287 5 0	1,323,214 26	7,424 8 0	100 0 0	72,790 1 0	15,136	1,200	16,336
COMPARISONS.									
Total for corresponding week of previous year.	19,834	Rs. 4,401 12 5	19,186 30	781 14 0	6 10 0	5,240 12 8	1,108	80	1,188
For mile of railway corresponding week of previous year.	538.401	440 2 5	4,784 10†	21 14 8	2 0 0	165 5 3	26.816‡	2.100§	28.916
Total for corresponding 13½ weeks of previous year.	258,901	Rs. 54,308 4 2	1,323,003 10	7,424 12 0	107 7 8	68,512 7 0	15,001	1,200	16,201

* Deducted No. of Passengers 1,776 and Rs. 868.

† Loco Mds. 15,941 and Rs. 306.

‡ Added.

§ Audited figures up to 30th August 1902.

On account of difference between the approximate and Audited figures for the week ended 4th October 1902.

1903.

Abstract of progressive weekly returns of all earnings for 1902 in comparison with 1901.

Open mileage.	Period.	Coaching Traffic.		Merchandise and Mineral Traffic.		Other earnings.	Total.	Per mile of railway.	Train mileage.
		No. of passengers.	Rs.	Mds.	Rs.	Rs.	Rs.	Rs.	No. of trains.
1st July	13 days of July	41,081	10,010	75,607	1,076	—	11,086	0.78	2,080
1st Aug.	Week ended 10th	31,067	5,889	19,687	605	—	7,348	0.78	1,350
1st Sept.	" " 10th	32,847	5,367	19,055	604	—	5,867	0.78	1,350
1st Oct.	" " 10th	16,905	3,160	8,881	284	—	4,105	0.78	1,100
1st Nov.	" " 10th	19,488	4,142	7,888	289	—	5,011	0.78	1,100
1st Dec.	" " 10th	20,417	4,865	8,788	340	—	5,141	0.78	1,100
1st Jan.	" " 10th	18,300	4,061	8,004	272	—	4,400	0.78	1,100
1st Feb.	" " 10th	12,610	2,464	5,419	173	—	3,285	0.78	1,100
1st Mar.	" " 10th	10,260	2,314	21,071	488	—	4,429	0.78	1,100
1st Apr.	" " 10th	10,184	4,313	13,378	471	—	4,555	0.78	1,100
1st May.	" " 10th	17,083	4,407	13,378	471	—	4,555	0.78	1,100
1st June.	" " 10th	10,389	4,286	13,378	471	—	4,555	0.78	1,100
1st July.	" " 10th	31,799	6,450	17,799	798	—	6,166	0.78	1,100
Total up to date		270,241	55,288	1,323,214	7,424	100	72,790	0.78	16,336

Abstract of progressive weekly returns of all earnings for 1902 in comparison with 1901—concluded.

Open mileage.	Period.	No. of passengers.	Rs.	Mds.	Rs.	Other earnings.	Total.	Per mile of railway.	Train mileage.
		No. of passengers.	Rs.	Mds.	Rs.	Rs.	Rs.	Rs.	No. of trains.
1st Aug.	13 days of July	41,081	10,010	75,607	1,076	—	11,086	0.78	2,080
1st Sept.	Week ended 10th	31,067	5,889	19,687	605	—	7,348	0.78	1,350
1st Oct.	" " 10th	32,847	5,367	19,055	604	—	5,867	0.78	1,350
1st Nov.	" " 10th	16,905	3,160	8,881	284	—	4,105	0.78	1,100
1st Dec.	" " 10th	19,488	4,142	7,888	289	—	5,011	0.78	1,100
1st Jan.	" " 10th	20,417	4,865	8,788	340	—	5,141	0.78	1,100
1st Feb.	" " 10th	18,300	4,061	8,004	272	—	4,400	0.78	1,100
1st Mar.	" " 10th	12,610	2,464	5,419	173	—	3,285	0.78	1,100
1st Apr.	" " 10th	10,260	2,314	21,071	488	—	4,429	0.78	1,100
1st May.	" " 10th	10,184	4,313	13,378	471	—	4,555	0.78	1,100
1st June.	" " 10th	17,083	4,407	13,378	471	—	4,555	0.78	1,100
1st July.	" " 10th	10,389	4,286	13,378	471	—	4,555	0.78	1,100
1st Aug.	" " 10th	31,799	6,450	17,799	798	—	6,166	0.78	1,100
Total up to date		258,901	54,308	1,323,003	7,424	107	68,512	0.78	16,201

* Audited figures.

Approximate Return of Traffic for week ended 22d October 1903 on 182.24 miles open.

* Added No. of passengers 1,712 and Rs. 4,871 } On account of difference between the approximate and audited figures for the week ended
+ Do. Rs. 1,175 and deducted " 461 } 1904, August 1903.
+ Do. " 17 }
Audited figures up to 30th August 1903.

Abstract of progressive weekly returns of all earnings for 1902 in comparison with 1901.

Abstract of programme weekly returns of all earnings for 1903 in comparison with 1901—concluded.

* *Adjusted figures.*

Approximate Return of *Traglo* for week ended 4th October 1908 on 78-78 miles open.

* Added No. of passengers lost and deducted Rs. 4,600 and		1,00,000	29,100	17,500
† Audited figures up to 30th August 1953.		On account of difference between the Approximate and Audited figures for the week 30th August 1953.		

Abstract of progressive weekly returns of all earnings for 1902 in comparison with 1901.

Abstract of progressive weekly returns of all earnings for 1908 in comparison with 1907—concluded.

■ Audited Agency.

BENGAL CENTRAL RAILWAY COMPANY, LIMITED.

Approximate Return of Traffic and Mileage for the week ended 11th October 1903 on 138 miles open.

	COACHING TRAFFIC.		MERCHANDISE AND MINERAL TRAFFIC.		Other earnings.	Total earnings.	TRAFFIC TRAIN-MILES RUN.		
	Number of passengers.	Coaching receipts.	Weight carried.	Receipts.			Coaching.	Merchandise.	Total.
		Rs. A. P.	Mds. c.	Rs. A. P.	Rs. A. P.	Rs. A. P.			
Total traffic for the week ...	29,327	16,998 0 0	1,00,317 0	21,178 0 0	161 0 0	37,977 0 0	5,354	8,500	9,874
Or per mile of railway ...	213	123 0 0	726 0	151 0 0	1 0 0	274 0 0	38 0 0	61 0 0	79 0 0
For previous 15 weeks of half-year ...	458,310	1,90,697 0 0	10,30,180 0	1,79,807 0 0	5,529 0 0	3,78,723 0 0	60,722	93,694	1,54,416
Total for 15 weeks ...	527,137	2,07,695 0 0	11,30,497 0	1,99,915 0 0	5690 0 0	4,10,905 0 0	66,074	93,814	1,12,248
COMPARISON.									
Total for corresponding week of previous year ...	30,597	16,948 0 0	1,01,020 0	18,750 0 0	110 0 0	36,048 0 0	5,395	8,046	9,800
Or per mile of railway corresponding week of previous year ...	220	123 0 0	726 0	151 0 0	1 0 0	274 0 0	38 0 0	61 0 0	79 0 0
Total for corresponding date of previous year ...	429,590	1,90,034 0 0	10,19,430 0	1,81,947 0 0	5,347 0 0	3,68,812 0 0	59,670	74,605	1,11,175

* Audited up to week ending 9th August 1903.

† Coaching traffic calculated on 138 miles only.

ASSAM-BENGAL RAILWAY.

Approximate Return of traffic for the week ended 11th October 1903 on 559 miles open for all descriptions of traffic, and on additional 31 miles for goods and parcels traffic only.

	COACHING TRAFFIC.		MERCHANDISE AND MINERAL TRAFFIC.		Other earnings.	Total earnings.	TRAFFIC TRAIN-MILES RUN.		
	No. of passengers.	Coaching receipts.	Weight carried.	Receipts.			Coaching.	Merchandise.	Total.
		Rs. A. P.	Mds. c.	Rs. A. P.	Rs. A. P.	Rs. A. P.			
Total traffic for the week ...	36,450	19,034 0 0	3,31,738 0	22,980 0 0	860 0 0	49,734 0 0	4,498	12,716	17,915
Or per mile of railway ...	65 74	34 72	593 03	41 11	1 43	89 02	8 05	22 74	34 20
For previous 15 weeks of half-year ...	536,978	2,31,804 0 0	37,49,794 0	2,35,490 0 0	23,307 0 0	2,58,797 0 0	62,150	124,458	186,608
Total for 15 weeks ...	440,897	2,31,329 0 0	31,13,436 0	2,35,490 0 0	31,047 0 0	2,66,537 0 0	64,598	122,078	186,676
COMPARISON.									
Total for corresponding week of previous year ...	32,030	20,030 0 0	3,30,000 0	20,025 0 0	730 0 0	40,785 0 0	3,394	7,334	12,016
Or per mile of railway corresponding week of previous year ...	57 30	36 30	573 00	36 00	1 20	73 17	6 00	13 20	20 00
Total for corresponding date of previous year ...	4,29,940	2,20,305 0 0	31,13,130 0	2,70,402 0 0	10,000 0 0	2,80,707 0 0	65,481	94,660	137,347

FINANCIAL YEAR.

Approximate Statement of Gross Receipts of the Assam-Bengal Railway.

RECEIPTS FOR WEEK ENDING 11th OCTOBER 1903.			RECEIPTS FOR WEEK ENDING 15th OCTOBER 1901.			TOTAL RECEIPTS FROM 1st APRIL 1902 TO 11th OCTOBER 1903.			TOTAL RECEIPTS FROM 1st APRIL 1901 TO 15th OCTOBER 1901.			Total increase or decrease in 1903.	Total decrease or increase in 1902.
Month mileage worked.	Receipts.	Per mile worked.	Month mileage worked.	Receipts.	Per mile worked.	Month mileage worked.	Receipts.	Per mile worked.	Month mileage worked.	Receipts.	Per mile worked.		
Oct	Rs. 49,734	Rs. 89 02	Oct	Rs. 41,111	Rs. 73 17	Oct	Rs. 49,734	89	Oct	Rs. 40,785	89	Rs. 18,47,894	Rs. 26,500

BENGAL AND NORTH-WESTERN RAILWAY.

Approximate Return of Traffic for the week ending 11th October 1902 on 1,351 miles open.

	COACHING TRAFFIC.		MERCHANDISE AND MINERAL TRAFFIC.		Other earnings (estimated), including steam-haul.	Total earnings.	TRAFFIC TRAIL-MILES RUN.		
	Number of passengers.	Receipts.	Weight carried.	Receipts.			Coaching.	Merchandise.	Total.
Total traffic for the week on 1,351 miles open	137,299	Rs. 61,644	Mds. 4,08,000	Rs. (a) 53,134	Rs. 2,000	(a) 1,37,200	61,387	(c) 52,801	1,14,188
Or per mile of railway	100.15	45.58	271.72	40.14	1.31	100.15	45.58	271.72	100.15
For previous 15 weeks of half-year (a)	1,654,505	6,57,000	70,51,000	7,00,708	2,51,260	19,20,335	500,533	417,808	918,341
Total for 16 weeks	1,791,804	7,18,644	74,59,000	7,53,842	2,52,260	20,57,535	561,920	470,609	1,032,529
COMPARISON.									
Total for corresponding week of previous year on 1,351 miles open	174,379	Rs. 66,881	Mds. 4,16,814	Rs. 58,472	Rs. 14,000	1,35,353	66,881	(c) 57,609	1,24,490
Or per mile of railway	128.98	49.46	307.91	43.54	10.34	128.98	49.46	307.91	128.98
For previous 15 weeks of half-year (a)	1,639,480	6,54,480	70,00,000	7,00,000	2,50,000	19,24,480	507,000	417,000	924,000

- (a) The decrease is due to closing of certain stations on the Khanna Ghata and Bahagala branches for traffic owing to floods.
 (b) Under goods mds. 80,000 and Rs. 2,500 on account of out-of-train included, they were dealt with monthly in the corresponding week of the previous year.
 (c) Includes 0.25 miles of ballast trains run on open line.
 (d) " " audited figures up to week ending 24th July 1902.
 (e) " " 6.15 miles of ballast trains run on open line.

SEGOWLIE-BAKSAUL BRANCH RAILWAY.

(WORKED BY THE B. & N.-W. RAILWAY.)

Approximate Return of Traffic for the week ending 11th October 1902 on 18 miles open.

	COACHING TRAFFIC.		MERCHANDISE AND MINERAL TRAFFIC.		Other earnings (estimated).	Total earnings.	TRAFFIC TRAIL-MILES RUN.		
	Passengers carried.	Receipts.	Weight carried.	Receipts.			Coaching.	Merchandise.	Total.
Total traffic for the week on 18 miles open	2,371	Rs. 307	Mds. 15,614	Rs. 183	Rs. 15	405	307	115	422
Or per mile of railway	131.72	16.54	867.44	10.17	0.83	22.50	16.54	6.39	22.93
For previous 15 weeks of half-year (a)	21,283	2,648	1,16,045	2,130	105	2,858	2,340	1,201	3,541
Total for 16 weeks	23,654	2,955	1,31,659	2,313	120	3,275	2,647	1,316	3,963
COMPARISON.									
Total for corresponding week of previous year on 18 miles open	2,475	Rs. 374	Mds. 17,638	Rs. 183	Rs. 8	465	374	113	487
Or per mile of railway	137.50	20.78	979.90	10.17	0.44	25.83	20.78	6.39	27.17
For previous 15 weeks of half-year (a)	21,277	2,548	1,20,007	2,408	105	2,658	2,307	1,217	3,524

(a) Includes audited figures up to week ending 24th July 1902.

EASTERN BENGAL STATE RAILWAY.

(INCLUDING M. B., K.-D., DACCA AND ASHAM-BENAR SECTIONS.)

Approximate Return of Traffic and Mileage for the week ended 15th October 1902 on 682 miles open.

	COACHING TRAFFIC.		MERCHANDISE AND MINERAL TRAFFIC.		Other earnings (including ferry).	Total earnings.	TRAFFIC TRAIL-MILES RUN.		
	Number of passengers.	Coaching receipts.	Weight carried.	Receipts.			Coaching.	Merchandise.	Total.
Total traffic for the week	300,200	Rs. 1,03,000	Mds. 11,78,100	Rs. 3,78,770	Rs. 12,000	4,93,770	1,03,000	51,000	1,54,000
Or per mile of railway	336	150.00	1,728.00	555.00	1.76	724.00	150.00	74.44	224.44
For previous 15 weeks of half-year	2,832,081	95,03,884	1,04,58,431	33,02,301	2,04,806	51,34,821	540,821	618,000	1,158,821
Total for 16 weeks	3,132,281	10,53,904	1,16,36,531	36,81,071	2,16,812	56,48,633	593,821	689,000	1,282,821
COMPARISON.									
Total for corresponding week of previous year	285,004	Rs. 1,07,201	Mds. 12,11,450	Rs. 3,50,411	Rs. 14,000	4,71,612	1,07,201	54,000	1,61,201
Or per mile of railway	419.21	157.33	1,776.00	514.00	2.06	691.39	157.33	74.07	231.40
For previous 15 weeks of half-year	2,747,077	94,44,247	1,17,00,001	34,78,000	2,04,204	51,61,451	587,141	700,000	1,287,141

* Including ferry earnings, Rs. 12,000.

† Audited up to week ending 24th August 1902.

BRAHMAPUTRA-SULTANPUR RAILWAY.

Approximate Return of Traffic and Mileage for the week ended 18th October 1902 on 55.37 miles open.

	COACHING TRAFFIC.		MERCHANDISE AND MINERAL TRAFFIC.		Other earnings (including ferry).	Total earnings.	TRAFFIC TRAIN-MILES RUN.		
	Number of passengers.	Coaching receipts.	Weight carried.	Receipts.			Coaching.	Merchandise.	Total.
Total traffic for the week	8,110	Rs. A. P. 1,546 0 0	Mds. 11,918 0	Rs. A. P. 2,375 0 0	Rs. A. P. 70 0 0	Rs. A. P. 3,990 0 0	920	1,300	2,220
Per mile of railway	88	18 0 0	209 0	23 0 0	1 0 0	87 0 0	...	...	...
For previous 15 weeks of half-year	101,083	20,074 0 0	4,79,721 0	50,621 0 0	492 0 0	50,634 0 0	15,089	18,616	33,705
Total for 15 weeks	109,193	21,620 0 0	5,01,639 0	53,041 0 0	600 0 0	54,094 0 0	15,989	19,916	35,905
COMPARISON.									
Total for corresponding week of previous year	7,171	2,025 0 0	22,108 0	2,215 0 0	22 0 0	4,378 0 0	1,095	573	1,668
Per mile of railway corresponding week of previous year	123	34 0 0	393 0	29 0 0	1 0 0	74 0 0	...	...	...
Total in corresponding date of previous year	104,878	20,614 0 0	4,38,858 0	45,405 0 0	408 0 0	46,332 0 0	13,747	15,396	29,143

* Audited up to week ending 2nd August 1902.

MYMENSINGH-JAGANNATHGANJ RAILWAY.

Approximate Return of Traffic and Mileage for the week ended 18th October 1902 on 55.37 miles open.

	COACHING TRAFFIC.		MERCHANDISE AND MINERAL TRAFFIC.		Other earnings (including ferry).	Total earnings.	TRAFFIC TRAIN-MILES RUN.		
	Number of passengers.	Coaching receipts.	Weight carried.	Receipts.			Coaching.	Merchandise.	Total.
Total traffic for the week	8,360	Rs. A. P. 3,010 0 0	Mds. 47,480 0	Rs. A. P. 2,123 0 0	Rs. A. P. 30 0 0	Rs. A. P. 4,370 0 0	1,005	873	1,878
Per mile of railway	105	54 0 0	858 0	43 0 0	...	80 0 0	...	...	...
For previous 15 weeks of half-year	125,081	23,128 0 0	4,03,067 0	18,528 0 0	445 0 0	23,670 0 0	17,809	10,914	28,723
Total for 15 weeks	134,431	25,200 0 0	4,20,807 0	21,058 0 0	473 0 0	26,740 0 0	18,447	11,827	30,274
COMPARISON.									
Total for corresponding week of previous year	10,516	2,378 0 0	85,228 0	1,341 0 0	31 0 0	4,460 0 0	958	278	1,236
Per mile of railway corresponding week of previous year	260	41 0 0	716 0	29 0 0	...	80 0 0	...	...	...
Total in corresponding date of previous year	128,813	23,944 0 0	3,28,010 0	15,400 0 0	810 0 0	47,814 0 0	16,625	10,248	26,873

* Audited up to week ending 2nd August 1902.

DACCA STATE RAILWAY.

Approximate Return of Traffic and Mileage for the week ended 18th October 1902 on 60 miles open.

	COACHING TRAFFIC.		MERCHANDISE AND MINERAL TRAFFIC.		Other earnings.	Total earnings.	TRAFFIC TRAIN-MILES RUN.		
	Number of passengers.	Coaching receipts.	Weight carried.	Receipts.			Coaching.	Merchandise.	Total.
Total traffic for the week	18,000	Rs. A. P. 8,830 0 0	Mds. 48,160 0	Rs. A. P. 3,421 0 0	Rs. A. P. 70 0 0	Rs. A. P. 9,450 0 0	2,785	1,510	4,295
Per mile of railway	300	147 0 0	801 0	57 0 0	1 0 0	157 0 0	...	...	...
For previous 15 weeks of half-year	209,237	1,18,247 0 0	4,45,543 0	28,803 0 0	1,007 0 0	1,24,057 0 0	41,701	22,873	64,574
Total for 15 weeks	417,577	1,21,077 0 0	4,94,046 0	41,734 0 0	1,077 0 0	1,29,447 0 0	44,547	24,323	68,870
COMPARISON.									
Total for corresponding week of previous year	20,865	10,445 0 0	75,021 0	7,000 0 0	80 0 0	10,153 0 0	2,785	1,493	4,278
Per mile of railway corresponding week of previous year	348	174 0 0	867 0	50 0 0	1 0 0	171 0 0	...	...	...
Total in corresponding date of previous year	419,840	1,22,325 0 0	7,77,140 0	73,321 0 0	7,446 0 0	1,06,081 0 0	46,742	26,335	73,077

* Audited up to week ending 2nd August 1902.

COOCH BEHAR STATE RAILWAY.

Approximate Return of Traffic and Mileage for the week ended 18th October 1902 on 238 miles open.

	COACHING TRAFFIC.		MERCHANDISE AND MINERAL TRAFFIC.		Other earnings (including ferry).	Total earnings.	TRAFFIC TRAIN-MILES RUN.		
	Number of passengers.	Coaching receipts.	Weight carried.	Receipts.			Coaching.	Merchandise.	Total.
Total traffic for the week ...	2,516	Rs. A. P. 460 4 0	Mds. L. 14,848 0	Rs. A. P. 2,188 0 0	Rs. A. P. 20 0 0	Rs. A. P. 2,140 0 0	280	2,187	2,467
Or per mile of railway ...	10	19 0 0	62 0 0	9 0 0	1 0 0	8 0 0	1	9 0 0	10 0 0
For previous 14 weeks of half-year ...	20,805	11,809 0 0	2,22,048 0	16,505 0 0	201 0 0	12,006 0 0	4,975	25,540	30,515
Total for 16 weeks ...	23,321	12,269 0 0	2,36,896 0	17,693 0 0	221 0 0	12,006 0 0	5,255	27,727	32,982
COMPARISON.									
Total for corresponding week of previous year ...	2,516	465 4 0	14,848 0	2,188 0 0	20 0 0	2,188 0 0	280	2,187	2,467
For mile of railway corresponding week of previous year ...	10	19 0 0	62 0 0	9 0 0	1 0 0	8 0 0	1	9 0 0	10 0 0
Total for corresponding date of previous year ...	20,805	11,809 0 0	2,22,048 0	16,505 0 0	201 0 0	12,006 0 0	4,975	25,540	30,515

* Includes ballast train miles 1,200.

† Audited up to week ending 2nd August 1902.

DARJEELING-HIMALAYAN RAILWAY COMPANY, LIMITED.

		Rs. A. P.	Rs. A. P.
Approximate earnings for the week ending 18th Oct. 1902 ...	Coaching ...	9,752 0 0	21,043 0 0
	Goods ...	11,312 0 0	
	Other earnings ...	78 0 0	
Audited earnings for the corresponding period of 1901 ...	Coaching ...	9,410 0 0	10,889 0 0
	Goods ...	7,404 0 0	
	Other earnings ...	76 0 0	
	Increase ...	4,103 0 0	
Receipts per mile for the week ending 18th Oct. 1902 ...		412 0 0	
Ditto for the corresponding period of 1901 ...		391 0 0	
	Increase ...	21 0 0	
Receipts from 1st July to 18th Oct. 1902 ...		2,19,400 0 0	
Ditto for the corresponding period of 1901 ...		2,20,801 0 0	
	Decrease ...	1,401 0 0	



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OFFICIAL PAPERS.

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RESOLUTION ON THE REPORT ON THE CENSUS OF BENGAL
 TAKEN ON THE 1ST MARCH 1901.

GENERAL DEPARTMENT—MISCELLANEOUS.

Calcutta, the 4th November 1902.

RESOLUTION—No. 3190 Mis.

READ—

The Report by E. A. Gait, Esq., I.C.S., Superintendent of Census Operations, Bengal, on the census of Bengal taken on the 1st March 1901.

The fourth complete census of the Lower Provinces of Bengal, which was taken on the night of the 1st March 1901, shows the population of the Provinces within the Lieutenant-Governorship of Bengal, including the Feudatory States, to have been on that date 78,493,410 persons, of whom 39,278,186 were males and 39,215,224 were females.

The Superintendent of the Census Operations in Bengal, Mr. E. A. Gait, I.C.S., has submitted his Report within twenty months from the date of the census or after an interval six months shorter than that occupied in compiling the figures and writing the Report of the Census of 1891.

2. The Report is contained in four volumes, of which the first three form Volumes VI to VIB of the Imperial Series. The first volume comprises the Report Proper, the second contains the Imperial Tables in which the district is the unit, and the third the Provincial Tables, in which the unit is the Police circle; the fourth volume, which is the Administrative Report, gives a full account of the procedure adopted in taking the census and in compiling the results, matter which on the occasion of each previous census has been included in the Report Proper. In addition to the abovenamed volumes the Census Superintendent has supplied to each district manuscript volumes of village Census Tables, with an index, giving for each "village" and "mauza" the population by sex and religion. Volumes have also been prepared showing in alphabetical order the classification adopted under the heads (a) language, (b) caste, (c) occupations; these volumes, and another which contains specimens of all forms used throughout the operations, are likely to prove most useful at the next census. Mr. Gait also reports that he has caused to be paged, indexed and bound up, the various reports on the subjects of caste, sub-caste, marriage customs, language, Hindu religion, and Muhammadanism which contain much information that has not been utilised in the Census Report, but which may hereafter prove to be useful.

3. Mr. Gait has summarized in the Introduction to his Report the important facts connected (1) with the work of the enumeration, and (2) with the compilation of the figures recorded in the schedules; and it will suffice to mention here under the first head that the arrangements made were very similar to those of 1891, but that the number of enumerators excluding Calcutta and the Feudatory States in 1901 was 384,000 against 315,000 in 1891, and of supervisors 28,000 as against 26,000. Under the head of compilation it must be mentioned that the "slip system" which has long been in use in census work in other countries was, for the first time, adopted under the orders of the Census Commissioner, Mr. Risley, in a Bengal Census in 1901; the innovation was a complete success both in expediting the work of compilation and also in reduction of cost.

A very detailed examination of the district tables was made by the Superintendent and by his head office. Mr. Gait himself classified all castes, languages and occupations, as he explains in his Administrative Report, and also made a detailed check of the figures of marriage by caste for all castes and all districts. The tabulation for all the earlier tables was checked throughout item by item, and the testing of the caste and occupation tables, though not so complete, was still very thorough; lastly, all entries which disclosed marked differences in comparison with those of 1891, or which seemed to be open to doubt, were worked out *de novo*.

The total cost of the census just taken in Bengal has been about Rs. 3,90,000 as against about Rs. 7,00,000 expended over the census of 1891. The large reduction of cost is due mainly to the introduction of the slip system, but partly also to the employment of establishment on lower pay and to improved record room arrangements.

4. The Report is well arranged, and lucidly written and it indicates remarkable knowledge of the Province and its people. The general description of the Province and the historical retrospect in Chapter I, the account of the religions of Bengal in Chapter IV, the learned disquisition on the languages and castes of the Province in Chapters X and XI especially deserve the attention of scholars and will attract very general interest. The Report is longer than usual, but it is not diffuse and its length is amply vindicated on page V of the Introduction where Mr. Gait points out the vastness of the population of Bengal which is a quarter of that of the whole of India and the greatly varying conditions of caste, language, religion and social customs which distinguish the different parts of the Province. The Report is not only a store-house of information, but it is suggestive and inspiring, and it will undoubtedly prove the starting point of much future research.

In the Imperial Tables the districts have been grouped according to Commissioners' Divisions, but in the Report Proper and in the subsidiary tables, the districts have been arranged in eight natural divisions which correspond nearly but not exactly with the divisions adopted by Mr. O'Donnell in his Census Report for 1891, save that Mr. Gait takes the Presidency Division excluding Khulna away from Western Bengal, and makes it into a division which he calls Central Bengal. This is a suitable arrangement; Mr. Gait's reasons for departing from Mr. O'Donnell's arrangement are given in paragraph 40 of his Report. The statistics for the eight natural divisions are ordinarily taken in the Report as the units for discussion, and the figures for individual districts are dealt with only in Chapter II which treats of the variations in the population, and also in special places where such separate treatment is required.

Another feature of the Report which is deserving of special notice consists of the small maps and diagrams printed with the letter-press. Those which illustrate the Chapter on castes have been prepared on the system recommended by Mr. Jacques Bertillon explained in paragraph 622 of the Report. These diagrams illustrate the statistics very graphically, and the use of similar diagrams in future reports may be commended.

5. Turning to the results of the census, it has first to be noticed that of the natural divisions Central Bengal has the greatest density of population, viz., 775 persons to the square mile. Of districts, Howrah with 1,668 persons to the square mile is the most thickly peopled and then follow Dacca with 952 persons, and Muzaffarpur and Saran with 917 and 907 persons to the square mile, respectively: the Chota Nagpur plateau is the area of least dense population, with only 152 to the square mile. The general increase of the population during the decade has been 5·1 per cent. against 7 per cent. in the previous decade. East Bengal with an increase of 10·4 per cent. is the most progressive part of the Province and the general result of this census and of the preceding census is to show that the centre of population of the Province is moving towards the east and south.

It appears from the Report that from 1872 to 1891 there was a steady improvement in the accuracy of the enumeration, and that part of the increases brought out by the Censuses of 1881 and 1891 was therefore unreal: on the other hand that disclosed by the present census is attributable solely to the growth of the population. Mr. Gait writes:—

"The standard of accuracy in 1891 had reached a stage which left but little room for further improvement and, as compared with that census, it is probable that the general gain on this account at the present enumeration does not at the outside exceed 100,000, while in the districts where plague was prevalent, the census of 1901 was less complete than its predecessor. Taking the gain and loss together, it may be concluded that there has been no appreciable improvement in the matter of accuracy at the present census."

A close approximation between the growth of the total population as ascertained by the census and that indicated by the vital statistics of the Province is noticed in paragraph 90 of the report; and paragraphs 235 and 396 to 398 discuss a general fall in the birth-rate.

To the mass of the people the most important events of the decade were the scarcities of the years 1891-92, 1896-97 and 1899-1900, the outbreaks of plague which began in the Province in 1898 and the development of the mining and mill industries which led to a great increase in the industrial population therein employed. To Chittagong the cyclone and storm-wave of 1897, which caused directly or indirectly 50,000 deaths, was a grievous calamity. No connection appears to exist between famine and variations in the population in Bihar (paragraphs 176, 181, 186 and 229 of the report); but it would seem that in Chota Nagpur a certain amount of the mortality is possibly attributable to famine (paragraphs 199, 203 and 206).

Seven districts have decreased in population since 1891, viz., Jessore, Patna, Gaya, Shahabad, Saran, Champaran and Purnea, the decrease ranging from 8·4 per cent. in Patna to 2·2 per cent. in Saran. There can be no doubt that the decrease in Patna is mainly due to mortality from plague, to the flight of the people from their homes on account of that disease, and to incomplete enumeration in certain places due to the disorganisation of the census

arrangements by plague. In Saran the loss of population is also accounted for by the plague epidemic which was more virulent there than in any other district of this Province, except Patna. In Jessore, Champaran and Purnea, the decrease is due to the prevalence of fever and in Purnea also to a very severe outbreak of cholera which occurred in the year 1900. In South Bihar generally, Mr. Gait finds a diminished birth-rate (paragraph 398).

That Bengal like the rest of India is a land of villages and not towns has long been known, and it appears that at the present time out of every 100 persons in the Province, 95 live in villages and 5 in towns. In the statistics for towns the most striking features are the increase in the population of Calcutta and Howrah and their suburbs, and the decrease in the towns of Bihar, which was due to plague mortality and to temporary desertion caused by plague.

6. The great and growing immigration to Bengal Proper from Bihar and the United Provinces, the emigration from Chota Nagpur to the Assam tea gardens and from the Sonthal Parganas to the Barind tract of Northern Bengal are the most noticeable features of the "migration" statistics. The immigrants from Bihar and the United Provinces come to work in the mines of the coal area, and in the mills of the Metropolitan districts, while in the districts of Bengal proper generally they are employed as field labourers, on earthwork on railways, roads and tanks in the towns (and especially in Calcutta, where 40 per cent. of the inhabitants are Hindi-speaking), they are mostly day-labourers, servants and palki-bearers. Chota Nagpur, though the most sparsely populated tract of the Province, sends out not only the greatest number of emigrants but also the largest proportion as compared with its population; next to Chota Nagpur the districts of Bankura, Hooghly, and Saran send out the greatest proportion of emigrants. More than 10 per cent. of the persons born in these districts were enumerated away from their homes. It has generally been supposed that, except in Chota Nagpur, pressure on the soil was the chief factor in determining the extent of migration, but Mr. Gait strikes a new note and makes the following interesting remarks as to the capacity of rice-growing tracts to support large populations:—

"Speaking generally, it may be said that Eastern Bengal is capable of supporting a much greater population per square mile than Bihar and that in Bihar the tracts which can support most people are those where rice is grown. This explains why Munzaffarpur and Durbhanga with their extensive rice tracts are less dependent on earnings outside the district than Saran which is reported to be very fertile and is highly cultivated and well irrigated but which has a comparatively small area under rice cultivation. Purnea, whence the emigration is least, is almost wholly devoted to the growth of rice."

The theory is ingenious, but, on the other hand, it is to be remembered that it is the rice-growing tracts of Bihar which are most liable to famine, and that Saran, which is a "three harvest" district, is the district of North Bihar most immune from famine.

7. The number of Europeans in the Province has increased from 22,773 in 1891 to 27,489 in 1901 and the number of Europeans and Eurasians from 15,162 to 23,114. The Superintendent considers this return to be more accurate than that of the last census when the Eurasians amounted to only 39 per cent. of the combined population of the two races compared with 46 per cent. on the present occasion. About half of the Europeans and nearly two-thirds of the Eurasians were enumerated in Calcutta. Amongst the Europeans the males aged 15 and over are more than twice the number of the females.

8. Nearly two-thirds of the population are Hindus by religion and rather less than one-third are Muhammadans. Next in number at a long interval are those who are classed as Animists, of whom two and three quarters millions have been recorded, chiefly in the Chota Nagpur plateau; the Christians, who are over a quarter of a million, stand fourth, and are followed by the Buddhists, who are under a quarter of a million in number. The aggregate of persons of all other religions is less than fifteen thousand.

The Hindus are predominant in Bihar and Orissa, on the eastern edge of the Chota Nagpur plateau, and on the western fringe of Bengal proper; the Muhammadans, who have increased in number nearly twice as rapidly as the Hindus during the past decade, are almost as numerous as the Hindus in Central Bengal, are half as many again in North Bengal, and are more than twice as many in East Bengal. Christians have increased 45 per cent. in the last ten years, and are three times as numerous as they were at the census of 1872; the converts in the Ranchi district amount to nearly half the Christians in the Province.

It is not possible in this place to do more than mention the interesting discussions in Chapter IV of the Report on the origin of the Muhammadans of Bengal, the Muhammadan sects, the Hindu sects and godlings, and the traces of Buddhism in Bengal. Mr. Gait mentions in paragraph 380 the valuable researches made by Pandit Hara Prasad Shastri with regard to the last-mentioned subject.

9. The age returns, as in former censuses, are probably the least trustworthy of all the statistics collected. This inaccuracy is due to ignorance, to a preference for certain

The ages of the people.

numbers, and in a lesser degree to wilful misstatements. In view of the admitted inaccuracy of the figures, which is especially noticeable among females, Mr. Gait has used the age statistics chiefly for purposes of comparison: a more elaborate treatment of these statistics will be forthcoming, it is understood, in the Imperial Census Report. It is suggested that the birth- and death-rates were over-estimated in 1891 (paragraph 392), and reasons are given which carry conviction for the contention that there has been a decline in the general birth-rate since 1891 (paragraphs 396 to 398).

Sex and marriage.

10. With regard to the proportion of the sexes, Mr. Gait writes:—

"At the census of Bengal taken in 1872 there was an equal number of each sex, but in 1881 the females exceeded the males by 8 per 1,000. Ten years later the excess fell to 5 per mille, and now the females are fewer than the males by 2 per mille. The actual deficiency in the number of the weaker sex at the present census is 62,962, but this result is due to migration. If only persons born in Bengal are taken into consideration, the females outnumber the males by 160,375, or about 3 per mille."

As was noticed in the census of 1891, the female sex is proportionately more numerous than the male in Bihar, in Chota Nagpur, and in Western Bengal, but males are in excess in the eastern half of the Province, and especially in the districts where the Mongoloid element in the population is strongest, viz., in Jalpaiguri, Cooch Behar, Dinajpur, the Chittagong Hill Tracts, and Hill Tippera.

It is a commonplace that every one in Bengal marries. The average age of marriage for girls all over the Province was stated in 1891 to be eleven years. Doubtless because of the inaccuracy of the age statistics, Mr. Gait has not attempted to state the average age of marriage for the Province or for particular areas except Chota Nagpur, where, he says, that the usual age of marriage for a girl is between 17 and 18. But the general conclusions of the census of 1891 stand good for the later census. Hindu girls, except in Orissa, are married earlier than Muhammadan girls. The marriage of infants below ten years is most common in Bihar and specially in the Darbhanga district and parts of Muzaffarpur and Bhagalpur. The proportion of widows and of married girls under ten years of age is declining slightly.

The marriage customs of the different Hindu castes are examined in detail, and Mr. Gait arrives at the conclusion that the price paid for a bride or bridegroom depends ultimately on the laws of supply and demand (paragraph 424), and that the age at which a girl is married varies to a great extent with the sum which has to be paid for her (paragraph 438). A former theory that infant-marriage in India is based on the practice of hypergamy amongst the higher castes which leads a man to seek to marry his daughter to a suitable bridegroom at the earliest possible moment, and that the lower castes have copied the practice of the higher castes in this matter was contested by Mr. O'Donnell in his report for 1891. Mr. Gait supports Mr. O'Donnell's conclusions and finds that as a rule the lower castes marry their daughters earliest. The differences are, however, in the main local rather than personal (paragraphs 439 and 440).

It is usually thought that infant marriage and the prohibition of widow remarriage go together; but this is not the case. Where infant marriage is most common, widows freely remarry and (in some cases) fetch a higher price than virgin brides, owing to their greater skill in the caste occupation (paragraphs 441 and 424).

11. The infirmities recorded at the census as on former occasions were insanity, deafmutism, blindness and leprosy. The number of persons afflicted with these infirmities shows a progressive decline due, as is believed, in the main to more accurate enumeration and more careful exclusion of persons whose infirmities, whatever they might be, did not fall within the scope of the sanctioned definition.

The maps given in paragraphs 457, 463, 470 and 476 of the Report show in very striking manner the local prevalence of infirmities. Insanity is most prevalent in North Bengal and in Chittagong and the Chittagong Hill Tracts, and Mr. Gait finds that the prevalence is a matter of race and that the Koch is specially liable to this infirmity. Deafmutism is generally associated with cretinism and goitre; it is most common in the Himalayan and sub-Himalayan districts, and it is especially prevalent along the course of certain moribund rivers near the foot of the Himalayas. Deaf mutes are very short-lived (paragraph 466). Blindness is most common in the hot and dry districts of South Bihar and Chota Nagpur. In connection with the decrease in the number of blind persons recorded, Mr. Gait notices that 15,987 successful operations for cataract were performed in the public hospitals and dispensaries in the last decade as against 2,434 during the previous ten years. The great centre of leprosy in these Provinces lies in the three western districts of the Burdwan Division, viz., Bankura, Birbhum and Burdwan and in the adjoining district of Manbhum. In the Province generally the census shows a decrease in the number of lepers, who number 48 for every 100,000 as compared with 60 in the last census; but there appears to have been a spread of the disease in Manbhum and the Southal Pargannas. The decrease is probably due to more careful enumeration resulting in the exclusion of those who are affected merely with leucoderma.

12. At the census of 1891 the population was divided into three categories, viz., literate, learning and illiterate, but at the census of 1901 the population was broadly divided into two great classes only, the literate and the illiterate, i.e., of those who are or are not able both to read and write. This change of system, though it has simplified the work, has obscured the results and made a detailed comparison difficult. Comparing the figures, however, for persons over 15 years of age, the number of literate males in the whole Province is 146 per 1,000 as against 137 in 1891, and the number of literate females 7 per 1,000 against 4 only in 1891. It will be noticed that the figures given in the 484th paragraph of the report show the absolute and not the proportional increase of literacy since 1891.

Wide as is the field for the improvement of primary education among the male population, still more remains to be done among the female population, and the progress during the last decade has been proportionately greater among females than among males, though not absolutely so great. Mr. Gait urges in his 485th paragraph that female education has made great strides during the decade; but looking to the very small number of educated females in the whole Province, this seems too confident a statement, and it can hardly be accepted for any area except Calcutta.

The continued and increasing superiority of the Hindus over the Muhammadans in literacy, the large amount of literacy among converts to Christianity, and the marked superiority of the metropolitan area over the rest of the Province are the most striking features of the chapter dealing with the statistics of education. The most backward part of the Province in education, in spite of the efforts of the Christian Missionaries, is Chota Nagpur, and next lowest is North Bihar.

The statistics of knowledge of English may with advantage be more fully examined than has been done in paragraph 486 of the Report. Table VIII

shows that in the whole Province 351,310 males and 22,972 females are "literate in English," i.e., are able to read and write English. Deducting from these numbers 24,156 males and 15,089 females who returned English only as their "language ordinarily used," i.e., the European and Eurasian population, it appears that there are 327,154 males and 7,883 females among the native population who can read and write English. So far as these figures can be compared with the statistics of the last census, it would appear that, as might be expected, there has been a considerable increase in the number of English-knowing persons among the native population of the Province since 1891.

Language.

13. Mr. Gait's chapter on the languages of the Province is of the highest interest. Omitting Europeans and Eurasians but including all other immigrants, the people of the Province speak 74 languages, viz., 15 grouped under the Aryan Family, 16 under the Munda Family, 9 under the Dravidian Family, and 34 under the Tibeto-Burman Family. That there has been no unnecessary sub-division of languages in this category will be understood when it is mentioned that Hindi includes Urdu and Bihari the latter of which Dr. Grierson once divided into seven dialects. Out of every 1,000 persons in the Province 528 speak Bengali, 341 Hindi (including Bihari), 79 Uriya and 1 speaks Khas (or Nepali-Hindi) leaving 51 persons per 1,000 for all the other 70 languages put together. It is in the Chota Nagpur plateau with its Munda and Dravidian dialects, in Darjeeling and Sikkim with their Tibeto-Himalayan dialects, and in the Chittagong Hill Tracts where the Kuki, Chin and Bodo dialects are spoken that the great congeries of non-Aryan languages are found. Mr. Gait has avoided a detailed examination of Aryan dialects partly in order to curtail his report, and also because Dr. Grierson is dealing with these dialects; but he has discussed the Himalayan, Sikkim and Nepal groups of languages more fully than the others, because they have not yet formed the subject of any reports in the linguistic survey.

The conclusion at which Mr. Gait arrives in his 545th paragraph as to the absence of any necessary connection between race and language is noticeable.

Castes.

14. The chapter on castes is the longest in the volume, and takes up nearly one-fourth of the Report. Much labour was given to this part of the enumeration. A caste index largely based on Mr. Risley's "Caste and Tribes" was circulated to Census Officers of higher grades, and greatly facilitated the work, but even with this help, the classification of doubtful entries gave immense trouble. The discussions on the origin of caste (paragraphs 550 to 574), and on the social precedence of castes (paragraphs 575 to 621) have been inserted in accordance with directions given by the Census Commissioner.

With insufficient time at his disposal for working up the results of his enquiries, or for following up the numerous and difficult side issues which arose in the examination of the caste figures, Mr. Gait has nevertheless made a most important contribution in this chapter to the ethnography of the Province, and has presented several obscure questions in a clearer light than has before been shed on them.

The origin of existing castes is discussed in paragraphs 566—574 of the report and the origin of the restrictions which characterise the institution of caste is distinguished from the question as to how the existing castes were recruited. The views held by M. Senart that the sub-caste is the true caste, and that caste was a natural development of the family and tribal organization of the Aryans are cited in paragraph 562; but Mr. Gait holds that caste is more likely to be due to the influence of the panchayats of the functional groups. He quotes the definitions of "caste" given by his predecessors in this field of enquiry—Messrs. Nesfield, Baines and Risley, and propounds the following careful definition of his own:—

"A caste is an endogamous group or a collection of such groups bearing a common name who, by reason of similarity of traditional occupation and reputed origin, are generally regarded, by those of their countrymen who are competent to give an opinion, as forming a single homogenous community, the constituent parts of which are more nearly related to each other than they are to any other section of the society."

Mr. Gait adds that the decision as to caste must rest with enlightened public opinion, and not with public opinion generally, as it often happens that a Hindu knows little about any caste other than his own.

The orders issued with regard to arrangement of castes according to their social status gave rise to many acrimonious disputes, *e.g.*, specially with reference to the relative precedence of the Baidyas and the Kayasths and the position of the Chasi-Kaibarttas. In order to avoid as far as possible giving offence to rival castes, Mr. Gait has made his different groups fairly wide, and as a rule has avoided mention of the relative position of castes in the same group.

Of the castes other than Muhammadan there are fifteen having more than a million members, viz., (in order of numbers) the Ahirs (or Goals), Brahmans, Kaibarttas, Rajbansis (or Koches), Namasudras (Chandals), Santals, Chamars (Muchis), Rajputs, Kurmis, Telis, Kayasths, Koiris, Dosadhs, Bahbans and Bagdis. The Ahirs who are nearly four millions are a long way the most numerous; next follow the Brahmans with nearly three millions, the Kaibarttas who are nearly two and-a-half millions, the Rajbansis with over two millions, the Namasudras and the Santals each with over eighteen hundred thousand; the Chamars with sixteen hundred and twenty-six thousand; while the other eight castes named are each between a million and a million-and-a-half strong. The distribution of the main castes is illustrated by a series of maps which show in a very striking way how strictly local are many of the main groups. The Bahbans, Dhanuks and Koiris for instance are confined to Bihar, the Magdis and Sadgops to West Bengal, the Chasas and Khandaits to Orissa, the Chandals to East Bengal, the Pods to Central Bengal and the Rajbansis to North Bengal.

Among the notes on particular castes and tribes possessing special interest are to be mentioned those regarding the Saraks (paragraphs 778—780) an interesting archaic community, probably of Jain or Buddhist origin, found in Western Bengal, Chota Nagpur and Orissa, the notes on the disputed question of the origin of the Rajbansis (paragraph 617), on the Sectarian castes (paragraphs 782—787), on Muhammadan castes and tribes (paragraphs 812—817), and on the Nepali tribe of Newars (paragraphs 886—894).

15. The scheme of occupations prescribed for the census was very elaborate, comprising, as it did, eight classes, twenty-four orders, seventy-nine sub-orders and five hundred and twenty groups, and the preparation of the returns under this head was therefore very laborious. The Superintendent states (paragraph 905) that from one-third to a quarter of the entire expenditure on the census operations was incurred in compiling the occupation tables. The arguments used by Mr. Gait in paragraph 905 in favour of having a simpler classification in future are well worthy of attention, and seem to be conclusive against the attempt to collect statistics of occupation in such elaborate detail as has hitherto been done. This seems to be a case where elaboration defeats itself and where the truth is to be obtained only by a broad and general classification of occupations.

Changes of system which are noticed in paragraph 906 and following paragraphs of the Report have confused comparison with the corresponding return for 1891, and make detailed examination useless. Speaking generally, however, it appears that nearly 57 millions or 72.5 per cent. of the population are classed under the main head as employed on "Pasture and Agriculture;" nor is this an exhaustive statement of persons occupied with agriculture as it is probable that a considerable number of the five-and-a-half million general labourers returned as non-agricultural are at some seasons of the year employed in agriculture, and it will be safe to say that over three-fourths of the population are dependent on the land. Artisans and others classed under the head "Preparation and supply of material substances" make up over 9½ millions or 12 per cent., and unskilled labourers, not, agricultural, are over 6 millions or 7½ per cent. of the population. The statistics which have been collected showing the small share of high appointments in Government service which are held by Muhammadans, and the practical monopoly of all such

appointments held Hindus by members of the Kayasth, Brahman and castes may be mentioned as a feature of this chapter.

18. In conclusion, the Lieutenant-Governor desires to record his appreciation of the labours of the Superintendent, and the District Officers as well as of a large number of officials and non-officials which have resulted in a most successful census of the people, and he has in addition to thank Mr. Gait for a Report of singular merit and ability. Mr. Gait's commendation of the work of his Assistants Mr. Howard, Mr. Moberly, Babu Jamini Mohan Das, Babu Mon Mhan Ray and Mr. Manmatha Nath Ghosh will be recorded in the Appointment Department.

By order of the Lieutenant-Governor of Bengal,

W. C. MACPHERSON,

Offg. Secretary to the Government of Bengal.

WEATHER AND CROP REPORT.

For the week ending the 3rd November 1902.

Burdwan.—No rain. Weather cloudy. Threshing of *ams* and sowing of *rabi* continues. Condition of *ams* and other standing crops fair, but some rain wanted. Fodder and water sufficient. Common rice sells at 11 seers per rupee.

Birbhum.—Rainfall at Sedar nil, Rampur Hât nil. Weather cloudy. *Ams* being harvested. Sowing of *rabi* commenced. Sugarcane thriving. Fodder sufficient. Coarse rice 13 seers per rupee.

Bankura.—No rain. Weather cloudy and hot. Standing crops suffering for want of rain. Common rice sells at 12½ seers per rupee. Fodder and water sufficient.

Midnapore.—Rainfall at Sedar nil, Tamluk and Ghatal nil, Contai 2·21. Rain badly wanted all over the district. Weather hot and cloudy. Crops withering for want of rain. *Rabi* sowings going on. Fodder and water sufficient. Cattle-disease reported from Binpur thana. Common rice sells as follows:—

			Srs. ch.	
Sedar	12 8	} per rupee.
Contai	...	...	12 9
Tamluk	...	...	11 0
Ghatal	...	...	12 0

Kooghly.—Rainfall nil. Rain badly wanted in many places for paddy winter and *rabi* crops. Sowing of *rabi* continues. Weather reasonable. Fodder and water sufficient. Common rice sells as follows:—

			Srs. ch.	
Sedar	...	...	10 0	} per rupee.
Serampore	...	...	10 2	
Arambagh	...	...	11 2	

Howrah.—Rainfall at Sedar nil, Ulubaria nil. Rain badly wanted. *Aman* crops on high land withering. Washing of jute still continues. Sugarcane is doing well. Lands are being prepared for *rabi* sowings which have been commenced in some places. No cattle-disease. Fodder and water sufficient. Weather sometimes cloudy. Common rice sells on an average 11 seers per rupee.

24-Parganas.—Rainfall at Sedar or subdivisions nil. Weather cool at night. State and prospects of crops fair. Crops on high lands are suffering for want of rain in Barasat and Diamond Harbour subdivisions. In Diamond Harbour the want of rain is reported to be serious. Sowings of *rabi* crops going on and lands being prepared for them. Common rice sells at 11 seers per rupee. Condition of cattle good. Supply of fodder and water sufficient.

Nadia.—Rainfall nil. Standing crops require rain in Ranaghat subdivision. Sowing of *rabi* and oilseed crops continues. Fodder and water sufficient. No cattle-disease reported. Common rice sells as follows:—

			Srs. ch.	
Sedar	12 8	} per rupee.
Kushtia	...	...	11 4
Chuadanga	...	...	11 4
Mohorpur	...	...	11 5
Ranaghat	...	...	12 0

Murahidabad.—Rainfall at Lalbagh 0·02, Sedar, Kandi, Jangipur nil. Weather reasonable. Prospect of *aman*, sugarcane and *kalai* good. Cultivation of *rabi* crops going on. No cattle-disease reported from anywhere. Fodder and water sufficient. Common rice sells as follows:—

			Srs. ch.	
Sedar	11 8	} per rupee.
Kandi	...	...	14 0
Jangipur	...	...	12 0
Lalbagh	...	...	12 0

Jessore.—No rain at Sedar or subdivisions. Weather reasonable. Prospects of crops good. Fodder and water sufficient. Cattle-disease reported from Mahamedpur thana in Magura subdivision. Common rice sells as follows:—

			Srs. ch.	
Sedar	12 0	} per rupee.
Jhenuda	...	...	12 0
Narail	...	...	11 8
Bongaon	...	...	13 0
Magura	...	...	11 8

Khulna.—Rainfall nil. Weather seasonable. *Aman* paddy doing well. Cultivation and sowing of *rabi* crops commenced. Fodder and water sufficient. A few cases of cattle-disease reported from Dumuria and Paikgachha. Common rice sells as follows:—

			Srs. ch.	
Sadar	...	...	11 8	} per rupee.
Bagerhat	...	...	11 8	
Setkhira	...	...	10 11	

Rajahm.—Rainfall at Sadar 0·01, Nungam and Nator nil. Prospects of crops good. Sowing of *rabi* in progress. Condition of cattle good. Fodder and water sufficient. Common rice selling at 12½ seers per rupee.

Dinajpur.—No rain. Weather seasonable. Standing crops good. Cattle-disease reported from two thanas. Fodder and drinking-water plentiful. Rice selling at 12 seers per rupee.

Jalpaiguri.—Rainfall nil. Weather seasonable. *Haimanti* paddy doing well. Preparation of fields for tobacco and potato going on. Common rice sells at 10½ seers a rupee. Fodder and water sufficient.

Darjeeling.—Rainfall at Sadar 0·00, Kurseong 0·00, Siliguri 0·00. Weather seasonable. *Hills*—*Haimanti dhan*, *bara* and *chhoti marua*, *phaphar*, and *kaikai dal* doing well. *Tera*—Prospects of standing crops good. Coarse rice sells as follows:—

			Srs. ch.	
Hills	...	...	8 0	} per rupee.
Tera	...	...	10 0	

Maize sells at Darjeeling at 21 seers and at Kalimpong at 23 seers per rupee.

Bangpur.—Rainfall nil. Weather seasonable. Lands are being prepared for mustard and tobacco. Prospects of standing crops favourable. Water and fodder sufficient. Common rice sells as follows:—

			Srs. ch.	
Sadar	9 8	} per rupee.
Nilphamari	...	...	10 8
Kurigram	...	...	8 8
Gaibanda	...	...	11 0

Bogra.—No rain. Weather seasonable. Lands being prepared for *rabi* crops. Prospects good. Fodder and water sufficient. Common rice sells at 11 seers per rupee.

Pabna.—Rainfall at Sadar 1·12, Sirajganj nil. Weather cool and partially cloudy. Prospects of standing crops fair. *Rabi* being sown. Fodder and water sufficient. Rice sells at 10 seers per rupee.

Dacca.—Rainfall nil. Weather seasonable. Prospects of crops good. Fodder available. No cattle-disease. Common rice sells at 11 seers per rupee.

Mymensingh.—Rainfall nil. Weather seasonable. Prospects of winter rice good. *Rabi* sowing going on. Water sufficient. No cattle-disease. Common rice selling as follows:—

			Srs. ch.	
Sadar	12 0	} per rupee.
Kishorganj	...	...	13 5
Netrokona	...	...	13 2
Tangail	...	...	10 14

Faridpur.—Rainfall nil. Weather cloudy and warm. State and prospects of standing crops good. Fodder sufficient. No cattle-disease. Common rice sells at 11½ seers a rupee.

Barisal.—Rainfall nil. Weather cloudy and sultry. Prospects good. Fodder sufficient. Common *aman* 11 and *aus* 12 seers per rupee.

Tippura.—Rainfall at Sadar 1·16, Brahmanbaria and Chandpur nil. Weather seasonable. Prospects good. *Aman* paddy in ear and progressing well. Cultivation of *rabi* crops has commenced. Fodder and water available. Cattle-disease reported from Chandpur. Common rice sells as follows:—

			Srs. ch.	
Sadar	...	...	13 0	} per rupee.
Brahmanbaria	...	...	10 10	
Chandpur	...	...	11 0	

Noakhali.—No rain. Weather rather hot for the season. Lands being prepared for *rabi* crops. Prospects good. Fodder and water sufficient. No cattle-disease. Common rice sells at Sadar at 12 seers and at Feni at 13 seers 7 chitaks per rupee.

Chittagong.—No rain during the week. Cultivation of *rabi* crop is going on. Water and fodder sufficient. Common rice selling at 12 seers 12 chitaks per rupee.

Chittagong Hill Tracts.—Rainfall nil. Weather hot. Harvesting continues. No cattle-disease. Common rice sells at 17 seers per rupee.

Patna.—Weather seasonable. Sowing of *rabi* crops going on. Sugarcane looks well. Standing crops doing well. No cattle-disease. Fodder and water sufficient. Common rice sells as follows:—

					Srs. ch.
Patna	...	...	...	...	13 0
Barh	...	...	...	...	13 0
Bihar	...	...	...	...	11 0
Dinapore	...	...	...	...	12 12

} per rupee.

Gaya.—Rainfall at Sadar 0·33, Aurangabad 0·27, Nawada 0·14, Jahanabad nil. Weather seasonable. Paddy and sugarcane doing well. Sowing of *rabi* continues. No cattle-disease. Fodder and water sufficient. Common rice sells at 13 seers per rupee.

Shahabad.—Rainfall at Buxar 0·02, Bhahua 0·05, Sasaram 0·32, Dehri 0·32. *Rabi* sowing continues. Prospect of paddy and sugarcane generally good. Fodder and water abundant. Rice sells at Sadar 13 seers per rupee.

Saran.—Rainfall at Sadar 0·03, Siwan 0·08, Gopalganj nil. Weather seasonable, but sometimes cloudy. *Rabi* sowing in progress. Rain wanted for paddy. Standing crops doing well. Fodder and water sufficient. No cattle-disease. Rice sells at 14 seers per rupee.

Champaram.—Rainfall nil. Weather seasonable. Prospects of winter rice excellent. Preparation for *rabi* sowings going on. Cattle-disease reported. Fodder and water sufficient. Common rice sells at 17½ seers and maize at 30 seers per rupee.

Muzaffarpur.—Rainfall nil. Weather fair. *Rabi* sowings going on. Prospect of crops good. Fodder and water sufficient. Prices are—Common rice 12 and maize 26 seers a rupee.

Darbhanga.—Rainfall nil. Prospect of standing crops good. *Rabi* sowing in progress. Fodder and water sufficient. Cattle-disease is reported from Samastipur and Phulpara thanas. Common rice sells as follows:—

					Srs. ch.
Sadar	...	...	...	...	13 3
Madhubani	...	...	...	...	12 11
Samastipur	...	...	...	...	14 0

} per rupee.

Monghyr.—Rainfall nil. Weather seasonable. Standing crops doing well. Sowing of *rabi* crops vigorously going on. Fodder and water sufficient. No cattle-disease. Common rice sells as follows:—

					Srs. ch.
Sadar	...	...	...	...	12 4
Begusarai	...	...	...	...	12 0
Jamui	...	...	...	...	13 0

} per rupee.

Bhagalpur.—Rainfall at Sadar, 0·05, Madhipura, Banka and Supaul 0·00. Weather seasonable. Prospect of winter rice continues favourable. Standing crops doing well. Fodder and water sufficient. Common rice sells as follows:—

					Srs. ch.
Sadar	...	...	...	...	13 14
Banka	...	...	...	...	12 8
Madhipura	...	...	...	...	13 8
Supaul	...	...	...	...	14 0

} per rupee.

Purnea.—No rain. Cold season setting in. Prospects of winter rice good. *Rabi* sowings going on. No cattle-disease. Fodder and water sufficient. Common rice sells at Sadar and Kishanganj at 11 seers and at Araria at 14 seers per rupee.

Maida.—Rainfall at Sadar, Chanchal and Gajol nil, Sibganj 20. Weather seasonable. Prospects of winter rice good except in thana Nawabganj, where rain is wanted for it. Prospects of *kalai* good. Sowing of *rabi* going on. Cattle-pox reported from thana Gajol. Fodder and water sufficient. Common rice sells at 13½ seers per rupee.

Sonthal Parganas.—Rainfall at Sadar 0·03, Deoghur 0·04, Godda 0·02. Weather seasonable. Prospect of winter rice and other standing crops favourable. Harvesting of *aus* continues in places. Outturn good. The extent of sowing of mustard, linseed and wheat is over 13 annas on an average. Fodder and water sufficient. The price of common rice at Dumka is 13 seers a rupee.

Cuttack.—No rain. Weather unsettled. More rain badly wanted for all standing crops. *Laghu sarad* maturing, having suffered in many parts for want of rain. Fodder and water available. Common rice (old) 13 seers 12 chittaks and (new) 16 seers 6 chittaks per rupee at Sadar.

Balasore.—Rainfall at Sadar .04. Fall general. Prospects of winter rice crop much improved. *Beati* being harvested. Sugarcane thriving. *Rabi* sowing commenced. Rice sells at 16 and 14 seers at Bhadrak and Sadar respectively. Fodder and water sufficient.

Angul.—Rainfall at Angul nil, Chhendipada 0.53, Bimpura 2.87. Weather hot and cloudy. Scanty rainfall in the interior of Angul is reported. General rain is very urgently wanted. Prospects in the Khondmals much improved owing to recent rain. In Angul the conditions are the same. Paddy crops are withering and sowing of *rabi* is retarded. Common rice sells at 11 seers at Sadar and Khondmals.

Puri.—Rainfall at Sadar 0.47. It is unevenly distributed, being heavier in the north-western part of the district. Weather seasonable. More rain is wanted for winter rice crop. Upland winter rice crop ripening in some places. Sowing of *rabi* crops commenced. Other miscellaneous crops doing well. Fodder and water available. Common rice sells at 18 seers 14 chittaks per rupee.

Hasaribagh.—Rainfall at Sadar 0.27, Giridih nil. Weather cloudy. Harvesting of paddy commenced. Standing crops doing well. Cattle-disease reported from one thana. Fodder and water sufficient. Common rice sells at 15½ seers per rupee.

Ranchi.—Rainfall at Sadar 0.17. Weather cloudy. Harvesting of paddy continues. Wheat, gram and mustard are being sown. Cattle-disease are reported from Lohardaga, Simi, Karra and Silli thanas. Fodder and water sufficient. Common rice sells at 14½ seers per rupee.

Palamau.—No rain. Weather cloudy. Upland paddy suffering greatly for want of rain. *Rabi* already sown. Sugarcane still doing well. Cattle-disease in some places. Fodder and water sufficient. Prices at Sadar—Rice 14 seers 10 chittaks and maize 28 seers 10 chittaks per rupee.

Manbhum.—Weather cloudy. There was a good shower yesterday which has done immense good to paddy crop. Prospect of crops now good. Fodder and water sufficient. Cattle-disease not reported. Average price of common rice at Sadar is 12 seers, and at Gohindpur 10 seers 14 chittaks per rupee.

Singhbhum.—Rainfall .03. Harvesting of *bhadai* paddy still in progress. Rearing of *lassar* commenced. Average price of rice is 14 seers per rupee.

General Summary.—Local showers are reported from a few districts, but the fall was everywhere scanty except in parts of Midnapore, Pabna and Angul. Standing crops are suffering for want of rain in the districts of Bankura, Midnapore, Howrah, 24-Parganas, Cuttack and Palamau. Rain is urgently wanted in the Diamond Harbour subdivision of the 24-Parganas and in Angul. Rain also needed in Burdwan, Hooghly, Saran, Puri, and in parts of Nadia and Malda. Prospects fair. Sporadic cases of cattle-disease reported from 10 districts. Fodder and water generally sufficient. The price of common rice has risen in 9 districts, fallen in 10, and is stationary in the rest (28).

By order of the Lieutenant-Governor of Bengal,

W. C. MACPHERSON,
Offg. Secretary to the Govt. of Bengal.

REVENUE DEPARTMENT,
The 4th November 1902.

Vital Statistics of Towns in Bengal with a population of 20,000 and over during the month of August 1903.

DISTRICT.	POPULATION AND PER CENTAGE OF INCREASE.	DEATHS.										TOTAL OF ALL DEATHS.	NUMBER OF DEATHS PER 1,000 OF POPULATION.	PERCENTAGE OF DEATHS TO POPULATION.	
		Males.		Females.		Infants.		Children.		Adults.					
		Number.	Rate per 1,000.	Number.	Rate per 1,000.	Number.	Rate per 1,000.	Number.	Rate per 1,000.	Number.	Rate per 1,000.				
Bombay	1,000,000	100,000	10.00	100,000	10.00	100,000	10.00	100,000	10.00	100,000	10.00	100,000	10.00	10.00	10.00
Madras	1,000,000	100,000	10.00	100,000	10.00	100,000	10.00	100,000	10.00	100,000	10.00	100,000	10.00	10.00	10.00
Coastal	1,000,000	100,000	10.00	100,000	10.00	100,000	10.00	100,000	10.00	100,000	10.00	100,000	10.00	10.00	10.00
Interior	1,000,000	100,000	10.00	100,000	10.00	100,000	10.00	100,000	10.00	100,000	10.00	100,000	10.00	10.00	10.00
North	1,000,000	100,000	10.00	100,000	10.00	100,000	10.00	100,000	10.00	100,000	10.00	100,000	10.00	10.00	10.00
South	1,000,000	100,000	10.00	100,000	10.00	100,000	10.00	100,000	10.00	100,000	10.00	100,000	10.00	10.00	10.00
East	1,000,000	100,000	10.00	100,000	10.00	100,000	10.00	100,000	10.00	100,000	10.00	100,000	10.00	10.00	10.00
West	1,000,000	100,000	10.00	100,000	10.00	100,000	10.00	100,000	10.00	100,000	10.00	100,000	10.00	10.00	10.00
Central	1,000,000	100,000	10.00	100,000	10.00	100,000	10.00	100,000	10.00	100,000	10.00	100,000	10.00	10.00	10.00
North-East	1,000,000	100,000	10.00	100,000	10.00	100,000	10.00	100,000	10.00	100,000	10.00	100,000	10.00	10.00	10.00
South-East	1,000,000	100,000	10.00	100,000	10.00	100,000	10.00	100,000	10.00	100,000	10.00	100,000	10.00	10.00	10.00
North-West	1,000,000	100,000	10.00	100,000	10.00	100,000	10.00	100,000	10.00	100,000	10.00	100,000	10.00	10.00	10.00
South-West	1,000,000	100,000	10.00	100,000	10.00	100,000	10.00	100,000	10.00	100,000	10.00	100,000	10.00	10.00	10.00
Central-East	1,000,000	100,000	10.00	100,000	10.00	100,000	10.00	100,000	10.00	100,000	10.00	100,000	10.00	10.00	10.00
Central-West	1,000,000	100,000	10.00	100,000	10.00	100,000	10.00	100,000	10.00	100,000	10.00	100,000	10.00	10.00	10.00
North-Central	1,000,000	100,000	10.00	100,000	10.00	100,000	10.00	100,000	10.00	100,000	10.00	100,000	10.00	10.00	10.00
South-Central	1,000,000	100,000	10.00	100,000	10.00	100,000	10.00	100,000	10.00	100,000	10.00	100,000	10.00	10.00	10.00
North-East-Central	1,000,000	100,000	10.00	100,000	10.00	100,000	10.00	100,000	10.00	100,000	10.00	100,000	10.00	10.00	10.00
South-East-Central	1,000,000	100,000	10.00	100,000	10.00	100,000	10.00	100,000	10.00	100,000	10.00	100,000	10.00	10.00	10.00
North-West-Central	1,000,000	100,000	10.00	100,000	10.00	100,000	10.00	100,000	10.00	100,000	10.00	100,000	10.00	10.00	10.00
South-West-Central	1,000,000	100,000	10.00	100,000	10.00	100,000	10.00	100,000	10.00	100,000	10.00	100,000	10.00	10.00	10.00
Central-East-Central	1,000,000	100,000	10.00	100,000	10.00	100,000	10.00	100,000	10.00	100,000	10.00	100,000	10.00	10.00	10.00
Central-West-Central	1,000,000	100,000	10.00	100,000	10.00	100,000	10.00	100,000	10.00	100,000	10.00	100,000	10.00	10.00	10.00
North-East-Central-West	1,000,000	100,000	10.00	100,000	10.00	100,000	10.00	100,000	10.00	100,000	10.00	100,000	10.00	10.00	10.00
South-East-Central-West	1,000,000	100,000	10.00	100,000	10.00	100,000	10.00	100,000	10.00	100,000	10.00	100,000	10.00	10.00	10.00
North-West-Central-East	1,000,000	100,000	10.00	100,000	10.00	100,000	10.00	100,000	10.00	100,000	10.00	100,000	10.00	10.00	10.00
South-West-Central-East	1,000,000	100,000	10.00	100,000	10.00	100,000	10.00	100,000	10.00	100,000	10.00	100,000	10.00	10.00	10.00
Central-East-Central-West	1,000,000	100,000	10.00	100,000	10.00	100,000	10.00	100,000	10.00	100,000	10.00	100,000	10.00	10.00	10.00
Central-West-Central-East	1,000,000	100,000	10.00	100,000	10.00	100,000	10.00	100,000	10.00	100,000	10.00	100,000	10.00	10.00	10.00
North-East-Central-West-East	1,000,000	100,000	10.00	100,000	10.00	100,000	10.00	100,000	10.00	100,000	10.00	100,000	10.00	10.00	10.00
South-East-Central-West-East	1,000,000	100,000	10.00	100,000	10.00	100,000	10.00	100,000	10.00	100,000	10.00	100,000	10.00	10.00	10.00
North-West-Central-East-East	1,000,000	100,000	10.00	100,000	10.00	100,000	10.00	100,000	10.00	100,000	10.00	100,000	10.00	10.00	10.00
South-West-Central-East-East	1,000,000	100,000	10.00	100,000	10.00	100,000	10.00	100,000	10.00	100,000	10.00	100,000	10.00	10.00	10.00
Central-East-Central-West-East	1,000,000	100,000	10.00	100,000	10.00	100,000	10.00	100,000	10.00	100,000	10.00	100,000	10.00	10.00	10.00
Central-West-Central-East-East	1,000,000	100,000	10.00	100,000	10.00	100,000	10.00	100,000	10.00	100,000	10.00	100,000	10.00	10.00	10.00
North-East-Central-West-East-East	1,000,000	100,000	10.00	100,000	10.00	100,000	10.00	100,000	10.00	100,000	10.00	100,000	10.00	10.00	10.00
South-East-Central-West-East-East	1,000,000	100,000	10.00	100,000	10.00	100,000	10.00	100,000	10.00	100,000	10.00	100,000	10.00	10.00	10.00
North-West-Central-East-East-East	1,000,000	100,000	10.00	100,000	10.00	100,000	10.00	100,000	10.00	100,000	10.00	100,000	10.00	10.00	10.00
South-West-Central-East-East-East	1,000,000	100,000	10.00	100,000	10.00	100,000	10.00	100,000	10.00	100,000	10.00	100,000	10.00	10.00	10.00
Central-East-Central-West-East-East	1,000,000	100,000	10.00	100,000	10.00	100,000	10.00	100,000	10.00	100,000	10.00	100,000	10.00	10.00	10.00
Central-West-Central-East-East-East	1,000,000	100,000	10.00	100,000	10.00	100,000	10.00	100,000	10.00	100,000	10.00	100,000	10.00	10.00	10.00
North-East-Central-West-East-East-East	1,000,000	100,000	10.00	100,000	10.00	100,000	10.00	100,000	10.00	100,000	10.00	100,000	10.00	10.00	10.00
South-East-Central-West-East-East-East	1,000,000	100,000	10.00	100,000	10.00	100,000	10.00	100,000	10.00	100,000	10.00	100,000	10.00	10.00	10.00
North-West-Central-East-East-East-East	1,000,000	100,000	10.00	100,000	10.00	100,000	10.00	100,000	10.00	100,000	10.00	100,000	10.00	10.00	10.00
South-West-Central-East-East-East-East	1,000,000	100,000	10.00	100,000	10.00	100,000	10.00	100,000	10.00	100,000	10.00	100,000	10.00	10.00	10.00
Central-East-Central-West-East-East-East	1,000,000	100,000	10.00	100,000	10.00	100,000	10.00	100,000	10.00	100,000	10.00	100,000	10.00	10.00	10.00
Central-West-Central-East-East-East-East	1,000,000	100,000	10.00	100,000	10.00	100,000	10.00	100,000	10.00	100,000	10.00	100,000	10.00	10.00	10.00
North-East-Central-West-East-East-East-East	1,000,000	100,000	10.00	100,000	10.00	100,000	10.00	100,000	10.00	100,000	10.00	100,000	10.00	10.00	10.00
South-East-Central-West-East-East-East-East	1,000,000	100,000	10.00	100,000	10.00	100,000	10.00	100,000	10.00	100,000	10.00	100,000	10.00	10.00	10.00
North-West-Central-East-East-East-East-East	1,000,000	100,000	10.00	100,000	10.00	100,000	10.00	100,000	10.00	100,000	10.00	100,000	10.00	10.00	10.00
South-West-Central-East-East-East-East-East	1,000,000	100,000	10.00	100,000	10.00	100,000	10.00	100,000	10.00	100,000	10.00	100,000	10.00	10.00	10.00
Central-East-Central-West-East-East-East-East	1,000,000	100,000	10.00	100,000	10.00	100,000	10.00	100,000	10.00	100,000	10.00	100,000	10.00	10.00	10.00
Central-West-Central-East-East-East-East-East	1,000,000	100,000	10.00	100,000	10.00	100,000	10.00	100,000	10.00	100,000	10.00	100,000	10.00	10.00	10.00
North-East-Central-West-East-East-East-East-East	1,000,000	100,000	10.00	100,000	10.00	100,000	10.00	100,000	10.00	100,000	10.00	100,000	10.00	10.00	10.00
South-East-Central-West-East-East-East-East-East	1,000,000	100,000	10.00	100,000	10.00	100,000	10.00	100,000	10.00	100,000	10.00	100,000	10.00	10.00	10.00
North-West-Central-East-East-East-East-East-East	1,000,000	100,000	10.00	100,000	10.00	100,000	10.00	100,000	10.00	100,000	10.00	100,000	10.00	10.00	10.00
South-West-Central-East-East-East-East-East-East	1,000,000	100,000	10.00	100,000	10.00	100,000	10.00	100,000	10.00	100,000	10.00	100,000	10.00	10.00	10.00
Central-East-Central-West-East-East-East-East-East	1,000,000	100,000	10.00	100,000	10.00	100,000	10.00	100,000	10.00	100,000	10.00	100,000	10.00	10.00	10.00
Central-West-Central-East-East-East-East-East-East	1,000,000	100,000	10.00	100,000	10.00	100,000	10.00	100,000	10.00	100,000	10.00	100,000	10.00	10.00	10.00
North-East-Central-West-East-East-East-East-East-East	1,000,000	100,000	10.00	100,000	10.00	100,000	10.00	100,000	10.00	100,000	10.00	100,000	10.00	10.00	10.00
South-East-Central-West-East-East-East-East-East-East	1,000,000	100,000	10.00	100,000	10.00	100,000	10.00	100,000	10.00	100,000	10.00	100,000	10.00	10.00	10.00
North-West-Central-East-East-East-East-East-East-East	1,000,000	100,000	10.00	100,000	10.00	100,000	10.00	100,000	10.00	100,000	10.00	100,000	10.00	10.00	10.00
South-West-Central-East-East-East-East-East-East-East	1,000,000	100,000	10.00	100,000	10.00	100,000	10.00	100,000	10.00	100,000	10.00	100,000	10.00	10.00	10.00
Central-East-Central-West-East-East-East-East-East-East	1,000,000	100,000	10.00	100,000	10.00	100,000	10.00	100,000	10.00	100,000	10.00	100,000	10.00	10.00	10.00
Central-West-Central-East-East-East-East-East-East-East	1,000,000	100,000	10.00	100,000	10.00	100,000	10.00	100,000	10.00	100,000	10.00	100,000	10.00	10.00	10.00
North-East-Central-West-East-East-East-East-East-East-East	1,000,000	100,000	10.00	100,000	10.00	100,000	10.00	100,000	10.00	100,000	10.00	100,000	10.00	10.00	10.00
South-East-Central-West-East-East-East-East-East-East-East	1,000,000	100,000	10.00	100,000	10.00	100,000	10.00	100,000	10.00	100,000	10.00	100,000	10.00	10.00	10

OFFICE OF SANITARY COMMISSIONER FOR BENGAL,
THE 1st November 1899.

B. H. DARR, CAPTAIN, I. M. A.,
U. S. Sanitary Commissioner for Borneo.

[illegible]

B. H. DRANE, CAPTAIN, I.M.S.,
Off. Sanitary Commissioner for Bengal.

OFFICE OF SANITARY COMMISSIONER FOR BENGAL,
The 1st November 1906.

GOVERNMENT OF BENGAL, IRRIGATION DEPARTMENT.

Approximate Return of Traffic on the Circular and Eastern Canals for the week ending Saturday, the 1st November 1902, as compared with the corresponding week of the previous year.

NATURE OF CARGO.	WEEK ENDING SATURDAY, THE 1ST NOVEMBER 1902.			WEEK ENDING SATURDAY, THE 1ST NOVEMBER 1901.		
	Number of boats.	Weight of cargo.	Tollage.	Number of boats.	Weight of cargo.	Tollage.
		Mds.	Rs.		Mds.	Rs.
Rice and paddy	488	41,850	600	379	53,300	600
Jute	660	1,82,175*	2,837	640	1,88,925†	3,078
Firewood	87	12,750	808	116	54,550	857
Other articles	670	1,45,463‡	1,744	839	1,64,526	2,175
Total	1,845	4,01,787‡	5,788	1,964	4,61,300	6,809

* Weight by actual measurement, 1,82,597½ mounds.
† Ditto ditto, 1,82,500 " " " "

Month.	Date.	Maximum in sun.	Number of hours of bright sunshine.	Mean pressure barometer at 54° Fahr.	TEMPERATURE.				HYGROMETRY.				WIND.		Rain.	WEATHER.
					Mean.	Maximum.	Range.	Minimum.	Mean wet bulb.	Vapour tension.	Dew point.	Humidity.	Prevailing direction.	Miles recorded.		
1902.				Inches.	°	°	°	°	°	Inches.	°	%			Inches.	
Oct.	26th	109.7	N.	29.939	77.3	81.3	11.7	89.0	75.9	0.871	75.0	91	Calm and variable	22	2.05	Cloudy, c. g. d. p.
"	27th	145.0	4.4	989	77.8	85.1	12.8	72.3	74.5	.810	72.9	86	NNE, N and calm	65	Nil	Chiefly cloudy, c.
"	28th	144.3	8.4	80.000	76.0	88.6	12.8	70.7	71.7	.707	68.9	77	N and N by W ...	81	"	Chiefly cloudy, c.
"	29th	156.9	1.2	29.965	76.8	82.7	11.4	71.3	72.7	.749	70.6	82	N by W ...	77	"	Chiefly cloudy, c.
"	30th	107.9	Nil	981	76.8	81.1	8.0	73.1	73.3	.779	71.6	84	N by W and calm	43	"	Cloudy, c.
"	31st	138.9	2.7	990	76.0	86.1	15.7	70.4	73.2	.760	70.8	80	N by W and calm	76	"	Chiefly cloudy, c.
Nov.	1st	143.2	0.8	698	79.0	88.1	14.2	71.9	72.0	.898	68.5	72	N by W, N and NW.	76	"	Partially cloudy.

The mean pressure of the seven days</
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The maximum and minimum temperatures are obtained from self-registering thermometers. All the thermometers are verified, and the readings have been corrected to a standard constructed and verified at the Kew Observatory. They are exposed under a thatched shed open at the sides, and are suspended four feet above the ground.

The hygrometric elements are obtained from Tables III, IV, and V of the official tables computed in the Meteorological Office, and based on Regnault's modifications of August's formula.

The directions and the movement of the wind are taken from the trace of a Buxley's anemograph.

The mouth of the rain-gauge is one foot above the ground.

n, overcast; g, gloomy; d, drizzling rain; p, passing temporary showers; a, dew.

⁵⁷ \bar{A}_t —in the weekly report from 14th to 26th September 1992, read 24.603 for 29.40 as the mean pressure in mmHg of the 14th September 1992.

METEOROLOGICAL OFFICE, GOVT. OF INDIA ;
Alipore (Calcutta), the 3rd November 1902.

G. W. KUOHLER,
for Meteorological Reporter to the Govt. of India
and Director-General of Indian Observatories.

Weekly Return of Traffic Receipts on Indian Railways.

EAST INDIAN RAILWAY.

Approximate Return of Traffic for week ended 11th October 1902, on 1,818.28 miles open.

	COACHING TRAFFIC.		MERCHANDISE AND MINERAL TRAFFIC.		Other earnings (estimated).	Total earnings.	TRAFFIC TRAIL-MILES 807.		
	Number of passengers.	Coaching receipts.	Weight carried.	Receipts.			Coaching.	Merchandise.	Total.
Total traffic for the week	579,079	Rs. A. P. 8,84,405 5 0	Mds. 47,31,293 10	Rs. A. P. 7,44,088 0 0	Rs. A. P. 78,744 0 8	Rs. A. P. 13,52,700 5 0	114,280	188,298	294,400
Or per mile of railway	318 1	4 8 1	26 1	4 0 8	4 3 9	7 4 2	6 3	10 4	16 7
For previous 134 weeks of half-year.	8,828,822	Rs. A. P. 14,94,850 14 0	Mds. 8,84,97,283 10	Rs. A. P. 1,84,74,461 7 0	Rs. A. P. 2,90,775 0 8	Rs. A. P. 7,57,10,165 0 0	1,610,640	2,414,298	4,024,938
Total for 14 weeks	8,407,901	Rs. A. P. 12,82,794 3 0	Mds. 7,11,68,584 10	Rs. A. P. 1,12,70,269 2 0	Rs. A. P. 3,60,517 0 0	Rs. A. P. 1,85,60,970 5 0	1,622,170	2,602,596	4,224,766
COMPARISON.									
Total for corresponding week of previous year.	397,399	Rs. A. P. 5,06,807 14 7	Mds. 60,19,328 20	Rs. A. P. 6,79,807 7 0	Rs. A. P. 10,087 0 8	Rs. A. P. 18,86,023 0 0	110,880	185,764	296,644
Per mile of railway corresponding week of previous year.	218 1	2 8 1	34 1	3 9 8	5 8 9	10 4 2	6 3	10 4	16 7
Total for corresponding 144 weeks of previous year.	6,566,409	Rs. A. P. 60,61,197 10 8	Mds. 7,72,36,618 10	Rs. A. P. 1,35,84,190 1 8	Rs. A. P. 2,04,112 10 3	Rs. A. P. 7,39,19,540 5 4	1,600,303	2,816,644	4,416,947

(a) The decrease is chiefly in coal and food-grains.

1902.

Abstract of progressive weekly returns of all earnings for 1902 in comparison with 1901.

Open mileage.	Period.	Coaching Traffic.		Merchandise and Mineral Traffic.		Other earnings.	Total.	Per mile of railway.	Traffic trail-miles.	
		No. of passengers.	Rs.	Mds.	Rs.	Rs.	Rs.	Rs.	No.	Rs. A. P.
1,813-40	18 days of July	718,605	8,85,787	96,36,982	14,81,270	24,611	24,81,270	13 1/2	100,273	4 3 1/2
1,813-40	Week ended 19th "	441,136	5,79,481	47,43,891	8,92,440	14,686	11,47,612	6 3/4	268,521	4 3 1/2
1,813-40	" " 26th "	370,297	3,70,606	40,90,817	7,97,463	18,816	11,69,078	6 1/2	279,623	3 1/2
1,813-40	" " 3rd Aug. "	348,728	3,11,053	44,21,201	7,30,833	20,773	10,28,789	6 1/2	296,484	3 1/2
1,813-40	" " 9th "	385,204	3,80,945	49,00,000	7,98,710	21,520	10,81,198	6 1/2	277,683	3 1/2
1,813-40	" " 16th "	361,438	3,35,393	47,31,171	7,33,181	20,408	10,86,977	6 1/2	278,190	4 0 1/2
1,813-40	" " 23rd "	354,025	3,17,994	41,57,743	6,80,406	18,780	10,02,560	6 1/2	270,891	3 1/2
1,813-40	" " 30th "	317,720	3,30,646	44,37,208	7,34,944	20,338	10,84,606	6 1/2	268,659	3 1/2
1,813-40	" " 6th Sept. "	319,807	3,17,392	40,41,674	7,44,412	20,866	11,04,078	6 1/2	259,574	3 1/2
1,813-40	" " 13th "	336,034	3,10,886	49,73,710	7,73,716	22,046	11,15,648	6 1/2	292,007	4 0 1/2
1,813-40	" " 20th "	397,838	3,80,671	47,77,194	7,30,944	20,841	11,30,866	6 1/2	294,073	4 0 1/2
1,813-40	" " 27th "	380,073	3,88,323	51,40,640	8,07,580	17,846	12,15,060	6 1/2	285,193	4 0 1/2
1,813-40	" " 4th Oct. "	360,370	4,30,928	47,19,800	8,46,501	18,744	12,65,225	6 1/2	289,465	4 10 1/2
1,813-40	" " 11th "	371,074	3,84,844	47,21,323	7,40,708	18,744	11,60,708	6 1/2	284,463	3 10 1/2
	Totals up to date	8,407,901	Rs. 12,82,794 3 0	Mds. 7,11,68,584 10	Rs. 1,12,70,269 2 0	Rs. 3,60,517 0 0	Rs. 1,85,60,970 5 0	6 1/2	4,224,766	4 0 1/2

Abstract of progressive weekly returns of all earnings for 1902 in comparison with 1901--concluded.

1901.

		No. of passengers.	Rs.	Mds.	Rs.	Rs.	Rs.	Rs.	No.	Rs. A. P.
1,831-40	18 days of July	701,803	7,69,878	1,06,36,591	18,81,271	24,608	26,92,400	13 1/2	100,273	4 3 1/2
1,831-40	Week ended 30th "	398,518	4,73,664	54,47,787	9,51,548	13,464	15,77,544	7 1/2	268,521	4 3 1/2
1,831-40	" " 6th Aug. "	426,087	4,84,966	61,18,440	9,74,870	18,816	16,31,096	7 1/2	265,210	4 0 1/2
1,831-40	" " 13th "	427,684	4,84,786	59,06,840	9,67,492	19,238	14,74,210	6 1/2	303,317	4 0 1/2
1,831-40	" " 20th "	418,888	4,53,568	58,32,899	8,97,260	20,579	13,62,744	7 1/2	319,146	4 0 1/2
1,831-40	" " 27th "	399,098	4,41,653	51,37,113	8,18,708	21,780	12,82,144	6 1/2	307,468	4 0 1/2
1,831-40	" " 3rd Sept. "	364,116	3,30,438	44,81,855	7,01,563	21,047	11,66,797	6 1/2	280,670	4 0 1/2
1,831-40	" " 10th "	361,650	3,44,476	50,04,440	8,00,364	20,436	12,25,774	6 1/2	295,545	4 0 1/2
1,831-40	" " 17th Sept. "	380,453	3,74,370	51,51,918	8,13,680	19,184	12,05,328	6 1/2	287,730	4 0 1/2
1,831-40	" " 24th "	373,870	3,70,181	48,83,480	7,14,614	23,741	12,53,300	6 1/2	285,470	4 0 1/2
1,831-40	" " 1st Oct. "	336,471	3,78,009	46,88,437	6,38,537	24,764	12,34,800	6 1/2	284,545	4 10 1/2
1,831-40	" " 8th "	449,013	4,68,744	48,00,066	9,14,020	10,034	13,99,890	7 1/2	290,863	4 10 1/2
1,831-40	" " 15th Oct. "	407,084	4,08,316	54,36,173	9,70,468	22,091	14,02,654	7 1/2	291,543	4 10 1/2
1,831-40	" " 22nd "	507,210	5,08,637	46,10,382	9,70,367	19,085	13,88,662	7 1/2	297,094	4 10 1/2
	Totals up to date	8,806,409	Rs. 80,81,127	Mds. 7,72,36,618 10	Rs. 1,35,84,190 1 8	Rs. 2,04,112 10 3	Rs. 7,39,19,540 5 4	7 1/2	4,416,947	4 10 1/2

* Audited figures.

TARKESSUR BRANCH RAILWAY.

Approximate Return of Traffic for week ended 11th October 1902 on 22.25 miles open.

	COACHING TRAFFIC.		MERCHANDISE AND MINERAL TRAFFIC.		Other earnings (estimated).	Total earnings.	TRAFFIC TRAIN-MILES RUN.		
	No. of passengers.	Coaching receipts.	Weight carried.	Receipts.			Coaching.	Merchandise.	Total.
Total traffic for the week	23,633	Rs. A. P. 4,891 10 0	Mds. 15,909 30	Rs. A. P. 653 8 0	Rs. A. P. 8 0 0	Rs. A. P. 6,543 8 0	1,000	80	1,080
For mile of railway	570,541	Rs. A. P. 65,887 8 0	Mds. 2,33,214 30	Rs. A. P. 7,633 9 0	Rs. A. P. 108 0 0	Rs. A. P. 73,788 1 8	15,110	1,808	16,918
Total for 14 weeks	308,173	Rs. A. P. 70,540 8 0	Mds. 2,30,134 10	Rs. A. P. 8,087 8 0	Rs. A. P. 126 0 0	Rs. A. P. 70,186 4 0	16,316	1,340	17,656
Comparison.									
Total for corresponding week of previous year.	22,165	Rs. A. P. 4,880 8 10	Mds. 21,800 10	Rs. A. P. 893 5 0	Rs. A. P. 6 8 0	Rs. A. P. 5,847 1 4	1,070	100	1,170
For mile of railway corresponding week of previous year.	540,005	Rs. A. P. 62,218 13 0	Mds. 1,66,248 10	Rs. A. P. 6,188 1 0	Rs. A. P. 111 11 0	Rs. A. P. 74,456 8 0	16,081	1,181	17,262
Total for corresponding 14 weeks of previous year.									

1901.

Abstract of progressive weekly returns of all earnings for 1902 in comparison with 1901.

Open mileage.	Period.	Coaching Traffic.	Merchandise and Mineral Traffic.	Other earnings.	Total.	For mile of railway.	Train mileage.
		No. of passengers.	Rs. Mds.	Rs.	Rs.	Rs.	Rs. A. P.
1901	12 days of July	20,001	10,019	73,507	1,478	11,804	3,400
1902	Week ended 10th "	21,087	10,887	608	10	2,848	1,228
1901	12th "	22,547	11,307	19,055	104	5,897	904
1902	12th "	16,810	3,700	8,881	234	4,106	1,189
1901	14th "	18,408	4,747	7,340	804	4,011	1,188
1902	14th "	20,417	4,888	6,734	340	5,141	1,184
1901	16th "	18,908	4,391	8,903	379	4,480	1,194
1902	16th "	16,810	3,484	8,419	375	3,833	1,184
1901	18th "	16,743	3,015	99,071	525	4,499	1,195
1902	18th "	19,184	4,313	19,374	439	4,681	1,185
1901	20th "	17,083	4,047	13,178	475	4,363	1,183
1902	20th "	19,280	4,386	16,178	371	4,907	1,184
1901	22nd "	21,730	5,449	17,100	703	6,106	1,184
1902	22nd "	25,000	6,089	18,070	808	6,553	1,184
	Totals up to date	303,173	70,540	2,30,134	8,087	70,186	17,656

Abstract of progressive weekly returns of all earnings for 1902 in comparison with 1901—concluded.

1901.

		No. of passengers.	Rs. Mds.	Rs.	Rs.	Rs.	Rs. A. P.
1901	12 days of July	21,268	9,810	20,503	190	10,719	3,300
1902	Week ended 10th "	19,222	4,432	5,910	307	4,805	1,180
1901	12th "	20,403	6,411	7,351	310	737	1,322
1902	12th "	14,964	5,467	5,390	334	4,738	1,180
1901	14th "	17,000	4,907	6,367	313	5,120	1,180
1902	14th "	19,110	4,439	7,007	375	4,716	1,180
1901	16th "	18,088	3,901	8,841	391	4,198	1,180
1902	16th "	19,083	4,530	4,883	344	4,718	1,180
1901	18th "	16,801	3,136	7,310	474	3,648	1,179
1902	18th "	20,390	4,580	13,308	431	4,746	1,180
1901	20th "	18,674	4,640	15,398	537	4,885	1,180
1902	20th "	19,611	4,431	19,187	702	5,240	1,180
1901	22nd "	25,100	6,081	21,070	808	5,847	1,180
	Totals up to date	309,000	66,313	1,66,343	8,130	76,400	17,720

* Audited figures.

DELHI-UMBALLA-KALKA RAILWAY.

Approximate Return of Traffic for week ended 11th October 1902 on 162.34 miles open.

	COACHING TRAFFIC.		MERCHANDISE AND MINERAL TRAFFIC.		Other earnings (estimated).	Total earnings.	TRAFFIC TRAIN-MILES OPEN.		
	No. of passengers.	Coaching receipts.	Weight carried.	Receipts.			Coaching.	Merchandise.	Total.
		Rs. A. P.	Mds. A.	Rs. A. P.	Rs. A. P.	Rs. A. P.			
Total traffic for the week	25,686	26,471 3 0	1,29,311 14	21,391 15 0	51 0 0	26,446 1 3	10,369	4.34	14,718
For previous 12 weeks of last year	205,619	2,41,405 10 0	12,83,773 10	1,48,345 11 0	557 0 0	2,42,367 1 0	112,792	80,234	1,93,026
Total for 13 weeks	231,305	2,67,876 12 0	13,13,104 24	1,69,736 10 0	608 0 0	2,68,733 1 3	123,161	84,468	2,07,629
COMPARISON.									
Total for corresponding week of previous year.	17,079	19,534 11 3	1,17,715 30	14,725 10 0	47 11 3	19,582 1 3	8,106	3.64	12,692
For 12th of railway corresponding week of previous year.	---	119 3 3	---	90 11 11	0 4 9	210 3 10	---	---	---
Total for corresponding 13 weeks of previous year.	203,501	2,71,005 10 0	12,91,917 30	1,56,973 4 3	736 5 5	2,72,741 5 8	112,964	80,613	1,93,577

1902.

Abstract of progressive weekly returns of all earnings for 1902 in comparison with 1901.

Open mileage.	Period.	Coaching Traffic.		Merchandise and Mineral Traffic.		Other earnings.	Total.	Per mile of railway.	Train miles.	
		No. of passengers.	Rs.	Mds.	Rs.	Rs.	Rs.	Rs.	No.	Rs.
1897-98	17 days of July	40,838	31,201	1,45,404	19,147	93	51,451	316	12,735	3 9
1898-99	Week ended 19th "	22,411	17,962	5,52,418	14,384	62	24,376	205	13,764	3 4
1899-00	" " 26th "	24,227	25,167	1,02,067	2,824	34	31,055	191	13,774	3 1
1900-01	" " 2nd Aug.	20,154	16,482	1,01,009	7,715	46	24,252	144	13,473	3 1
1901-02	" " 9th "	21,714	17,112	92,818	7,466	58	24,656	139	12,810	3 0
1902-03	" " 16th "	21,636	16,894	14,499	9,800	48	26,950	164	12,371	3 0
1903-04	" " 23rd "	18,721	14,370	9,79,113	13,618	59	27,451	164	12,235	3 0
1904-05	" " 30th "	20,402	20,618	17,400	10,466	47	31,131	198	12,793	3 0
1905-06	" " 6th Sept.	18,065	16,036	8,408	8,840	31	25,535	136	13,534	3 0
1906-07	" " 13th "	21,850	17,006	90,074	7,436	49	24,546	151	13,671	3 0
1907-08	" " 20th "	25,470	27,463	80,116	5,001	44	32,920	197	13,409	3 0
1908-09	" " 27th "	25,781	16,068	1,00,469	15,012	51	36,511	176	13,287	3 0
1909-10	" " 4th Oct.	17,450	14,053	1,10,038	11,492	61	26,703	183	14,705	3 0
1910-11	" " 11th "	18,325	20,471	1,25,812	11,938	51	32,466	200	14,637	3 0
Totals up to date		303,645	3,1,877	50,2,036	1,64,941	639	4,17,405	176	194,160	3 0

Abstract of progressive weekly returns of all earnings for 1902 in comparison with 1901—concluded.

Open mileage.	Period.	No. of passengers.		Mds.	Rs.	Rs.	Rs.	Rs.	No.	Rs.
		No. of passengers.	Rs.							
1911-12	13 days of July	41,333	33,198	3,16,880	80,744	63	84,004	303	11,340	3 1
1912-13	Week ended 27th "	23,079	17,801	88,131	10,705	49	28,605	170	11,711	3 0
1913-14	" " 3rd Aug.	22,034	18,487	85,677	10,492	43	29,026	179	11,234	3 0
1914-15	" " 10th "	21,636	22,910	94,602	11,612	46	34,568	214	11,365	3 0
1915-16	" " 17th "	21,850	19,638	1,08,344	11,540	34	30,749	181	11,691	3 0
1916-17	" " 24th "	20,402	18,073	1,02,485	6,466	44	24,589	152	12,304	3 0
1917-18	" " 31st "	18,721	16,894	92,818	7,466	35	24,446	140	12,405	3 0
1918-19	" " 7th Sept.	18,065	16,036	8,408	8,840	34	24,376	137	12,371	3 0
1919-20	" " 14th "	21,850	17,006	90,074	7,436	41	29,441	174	12,371	3 0
1920-21	" " 21st "	25,470	27,463	80,116	5,001	42	32,466	207	13,409	3 0
1921-22	" " 28th "	25,781	22,115	1,07,038	16,048	54	37,725	226	14,705	3 0
1922-23	" " 5th Oct.	17,450	14,053	1,10,038	11,492	46	26,703	183	14,705	3 0
1923-24	" " 12th "	18,325	20,471	1,25,812	11,938	47	32,466	210	14,637	3 0
Totals up to date		703,503	3,71,907	13,31,518	1,84,373	734	4,57,000	190	171,474	3 0

* Audited figures.

SOUTH BEHAR RAILWAY.

Approximate Return of Traffic for week ended 11th October 1902 on 78.76 miles open.

	COACHING TRAFFIC.		MERCHANDISE AND MINERAL TRAFFIC.		Other earnings (estimated).	Total earnings.	TRAFFIC TONNAGE-MILES RUN.		
	No. of passengers.	Coachings receipts.	Weight carried.	Receipts.			Coaching.	Merchandise.	Total.
Actual traffic for the week	12,551*	Rs. A. P. 0,317 13 0*	Mds. 30 86,874 30	Rs. A. P. 0,271 6 0	Rs. A. P. 11 5 4	10,400 8 0	1,766	1,428	3,194
per mile of railway	173,566	25,429 4 0	5,30,053 20	22,032 5 0	178 0 0	1,32,567 8 0	26,981	15,474	42,455
Previous 12 weeks of half-year	185,879	86,347 1 0	8,65,536 10	22,425 11 0	187 0 0	1,55,967 12 0	27,736	24,907	52,643
Total for 14 weeks									
Comparison.									
Actual for corresponding week of previous year	19,677	11,430 0 10	21,326 30	5,147 2 0	11 15 0	15,690 1 10	2,132	1,174	3,306
per mile of railway		146 2 8		27 4 5	0 2 5	172 8 10			
Previous year	281,323	1,34,329 14 0	5,31,716 30	27,736 15 0	240 7 3	1,53,311 2 3	31,507	18,546	50,053

* The decrease is due to "Patri Pakha Mala" held at Gaya in the corresponding period of 1901.

Abstract of progressive weekly returns of all earnings for 1902 in comparison with 1901.

Open mileage.	Period.	Coaching Traffic.		Merchandise and Mineral Traffic.		Other earnings.	Total.	Per mile of railway.	Train mileage.	
		No. of passengers.	Rs.	Mds.	Rs.				No.	Rs. A. P.
7/7/02	18 days of July	23,464	19,310	79,297	4,878	20	18,828	214	2,961	3 0 5
7/17/02	Week ended 19th "	12,311	5,881	33,432	2,135	8	8,796	111	2,079	3 4 1
7/27/02	" " 26th "	11,756	5,894	41,404	2,546	9	8,251	106	2,826	2 10 7
8/6/02	3rd Aug.	12,364	6,400	53,575	2,510	11	8,331	117	2,826	2 6 9
8/16/02	" " 13th "	10,879	5,512	39,578	2,504	15	7,339	85	2,914	2 9 4
8/26/02	" " 20th "	9,868	4,850	33,527	2,505	21	7,335	93	2,690	2 12 8
9/5/02	" " 2nd Sept.	9,682	4,704	31,775	2,546	6	7,065	90	2,605	2 11 4
9/15/02	" " 9th "	9,682	4,568	26,535	2,586	12	6,786	91	2,695	2 5 4
9/25/02	" " 16th "	8,817	4,721	26,076	2,590	12	6,789	86	2,636	2 1 1
10/5/02	" " 23rd Sept.	9,966	5,257	26,184	2,550	12	7,339	89	2,606	2 12 4
10/15/02	" " 30th "	12,310	7,728	31,274	2,534	15	9,805	126	2,327	3 12 3
10/25/02	" " 7th Oct.	12,800	11,237	44,110	2,318	11	12,303	177	2,428	4 0 11
10/30/02	" " 14th "	25,646	14,084	45,348	2,994	11	18,089	204	4,075	3 15 1
10/31/02	" " 15th "	13,391	6,818	32,874	2,471	11	10,400	136	3,432	3 5 7
	Totals up to date	168,879	86,347	1,51,138	26,464	157	1,55,968	117	46,783	3 0 7

Abstract of progressive weekly returns of all earnings for 1902 in comparison with 1901—continued.

1901.

Open mileage.	Period.	Coaching Traffic.		Merchandise and Mineral Traffic.		Other earnings.	Total.	Per mile of railway.	Train mileage.	
		No. of passengers.	Rs.	Mds.	Rs.				No.	Rs. A. P.
7/7/01	18 days of July	20,216	10,066	87,787	4,177	24	14,267	206	2,143	3 10 4
7/17/01	Week ended 20th "	12,229	5,886	30,325	4,121	8	8,894	114	2,007	2 11 8
7/27/01	" " 27th "	12,507	5,082	40,008	2,883	18	10,466	120	2,308	3 6 2
8/6/01	3rd Aug.	12,228	12,034	51,446	3,310	16	15,586	114	2,395	4 10 9
8/16/01	" " 13th "	11,945	13,540	44,144	3,042	24	17,426	121	2,507	4 6 5
8/26/01	" " 20th "	10,521	11,739	34,533	2,740	21	14,499	104	2,789	4 6 1
9/5/01	" " 2nd Sept.	11,540	9,312	34,006	2,906	20	9,128	114	2,577	3 12 3
9/15/01	" " 9th "	10,025	8,010	29,040	1,612	16	7,443	96	2,306	2 6 8
9/25/01	" " 16th "	10,149	6,605	25,230	1,708	11	7,394	95	2,455	2 8 4
10/5/01	" " 23rd Sept.	8,952	5,506	17,325	1,304	11	6,571	80	2,065	2 0 11
10/15/01	" " 30th "	11,094	5,196	37,078	2,080	17	7,354	91	2,844	2 2 10
10/25/01	" " 7th Oct.	17,406	6,198	32,968	2,327	18	11,334	144	2,426	2 4 4
10/30/01	" " 14th "	20,721	12,411	24,805	1,005	21	14,727	187	2,324	4 3 11
10/31/01	" " 15th "	15,677	11,451	22,597	2,164	11	18,320	173	2,308	4 1 0
	Totals up to date	221,329	1,24,640	8,54,716	27,781	260	1,53,311	120	46,890	3 0 2

* Audited figures.

EAST INDIAN RAILWAY.

Approximate Return of Traffic for week ended 18th 1902 October on 1,913.98 miles open.

	COACHING TRAFFIC.		MERCHANDISE AND MINERAL TRAFFIC.		Other earnings (estimated).	Total earnings.	TRAFFIC TRAIN-MILES RUN.		
	Number of passengers.	Coaching receipts.	Weight carried.	Receipts.			Coaching.	Merchandise.	Mineral.
	(a)	Rs. A. P.	Mts. c.	Rs. A. P.	Rs. A. P.	Rs. A. P.			
Total traffic for the week	800,627	2,78,688 0 0	40,83,892 10	4,72,814 0 0	18,017 0 0	10,08,804 0 0	119,827	143,254	208,888
Or per mile of railway	418,641	145,704 3 0	21,38,353 10	2,47,750 4 0	9,417 0 0	5,27,400 0 0	62,463	75,312	109,358
For previous 14 weeks of half-year.									
Total for 14 weeks	5,816,034	20,86,427 5 0	7,62,52,237 10	8,94,012 13 8	3,24,454 0 0	17,04,384 0 0	1,738,605	2,160,012	3,408,123
COMPARISON.									
Total for corresponding week of previous year.	404,680	4,37,433 4 1	28,30,042 30	3,24,012 13 8	25,715 14 5	13,86,378 0 3	110,880	138,434	208,888
Or per mile of railway corresponding to the week of previous year.	212,488	230 15 10	14,841 10	168 6 5	13 14 8	737 4 9	57,600	71,817	109,358
Total for corresponding 14 weeks of previous year.	5,371,089	20,86,000 14 0	7,24,16,769 10	8,94,19,124 15 6	3,27,839 8 8	17,04,384 0 0	1,740,433	2,160,012	3,408,123

(a) The increase is in outward passenger traffic, chiefly from stations in "A" and "B" districts.

(b) The decrease is chiefly in coal traffic.

1902.

Abstract of progressive weekly returns of all earnings for 1902 in comparison with 1901.

Open mileage.	Period.	Coaching Traffic.		Merchandise and Mineral Traffic.		Other earnings.	Total.	Per mile of Railway.	Train mileage.
		No. of Passengers.	Rs.	Mts.	Rs.	Rs.	Rs.	Rs.	No. of Trains.
1,913.40	15 days of July	718,695	2,65,787	36,55,592	4,23,238	21,011	21,00,687	1,129	108,475
1,913.40	Week ended 15th July	641,135	2,78,551	47,42,591	5,08,444	10,985	11,00,013	626	289,531
1,913.40	" " 22nd "	370,567	3,70,820	45,81,618	7,07,451	10,816	11,00,075	475	278,823
1,913.40	" " 29th August	444,735	4,44,643	40,61,101	7,86,133	20,712	10,80,722	568	356,408
1,913.40	" " 5th "	508,308	4,58,608	40,06,129	7,86,710	27,549	10,81,105	565	277,503
1,913.40	" " 12th "	501,650	4,58,820	47,81,171	7,86,710	27,549	10,81,105	565	277,503
1,913.40	" " 19th "	504,030	4,58,820	47,81,171	7,86,710	27,549	10,81,105	565	277,503
1,913.40	" " 26th "	511,171	4,58,820	47,81,171	7,86,710	27,549	10,81,105	565	277,503
1,913.40	" " 3rd Sept.	518,897	4,58,820	47,81,171	7,86,710	27,549	10,81,105	565	277,503
1,913.40	" " 10th "	526,031	4,58,820	47,81,171	7,86,710	27,549	10,81,105	565	277,503
1,913.40	" " 17th "	533,165	4,58,820	47,81,171	7,86,710	27,549	10,81,105	565	277,503
1,913.40	" " 24th "	540,299	4,58,820	47,81,171	7,86,710	27,549	10,81,105	565	277,503
1,913.40	" " 31st Oct.	547,433	4,58,820	47,81,171	7,86,710	27,549	10,81,105	565	277,503
1,913.40	" " 7th Nov.	554,567	4,58,820	47,81,171	7,86,710	27,549	10,81,105	565	277,503
1,913.40	" " 14th "	561,701	4,58,820	47,81,171	7,86,710	27,549	10,81,105	565	277,503
1,913.40	" " 21st "	568,835	4,58,820	47,81,171	7,86,710	27,549	10,81,105	565	277,503
1,913.40	" " 28th "	575,969	4,58,820	47,81,171	7,86,710	27,549	10,81,105	565	277,503
1,913.40	" " 5th Dec.	583,103	4,58,820	47,81,171	7,86,710	27,549	10,81,105	565	277,503
1,913.40	" " 12th "	590,237	4,58,820	47,81,171	7,86,710	27,549	10,81,105	565	277,503
1,913.40	" " 19th "	597,371	4,58,820	47,81,171	7,86,710	27,549	10,81,105	565	277,503
1,913.40	" " 26th "	604,505	4,58,820	47,81,171	7,86,710	27,549	10,81,105	565	277,503
1,913.40	" " 31st "	611,639	4,58,820	47,81,171	7,86,710	27,549	10,81,105	565	277,503
	Totals up to date	5,816,038	20,86,427	7,62,52,237	8,94,012	3,24,454	17,04,384	597	4,480,617

Abstract of progressive weekly returns of all earnings for 1902 in comparison with 1901—concluded.

1901.

Open mileage.	Period.	No. of Passengers.	Rs.	Mts.	Rs.	Other earnings.	Total.	Per mile of Railway.	Train mileage.
		No. of Passengers.	Rs.	Mts.	Rs.	Rs.	Rs.	Rs.	No. of Trains.
1,897.40	15 days of July	710,293	2,65,787	36,55,592	4,23,238	21,011	21,00,687	1,129	108,475
1,897.40	Week ended 15th July	640,410	2,78,551	47,42,591	5,08,444	10,985	11,00,013	626	289,531
1,897.40	" " 22nd "	370,567	3,70,820	45,81,618	7,07,451	10,816	11,00,075	475	278,823
1,897.40	" " 29th August	444,735	4,44,643	40,61,101	7,86,133	20,712	10,80,722	568	356,408
1,897.40	" " 5th "	508,308	4,58,608	40,06,129	7,86,710	27,549	10,81,105	565	277,503
1,897.40	" " 12th "	501,650	4,58,820	47,81,171	7,86,710	27,549	10,81,105	565	277,503
1,897.40	" " 19th "	504,030	4,58,820	47,81,171	7,86,710	27,549	10,81,105	565	277,503
1,897.40	" " 26th "	511,171	4,58,820	47,81,171	7,86,710	27,549	10,81,105	565	277,503
1,897.40	" " 3rd Sept.	518,897	4,58,820	47,81,171	7,86,710	27,549	10,81,105	565	277,503
1,897.40	" " 10th "	526,031	4,58,820	47,81,171	7,86,710	27,549	10,81,105	565	277,503
1,897.40	" " 17th "	533,165	4,58,820	47,81,171	7,86,710	27,549	10,81,105	565	277,503
1,897.40	" " 24th "	540,299	4,58,820	47,81,171	7,86,710	27,549	10,81,105	565	277,503
1,897.40	" " 31st Oct.	547,433	4,58,820	47,81,171	7,86,710	27,549	10,81,105	565	277,503
1,897.40	" " 7th Nov.	554,567	4,58,820	47,81,171	7,86,710	27,549	10,81,105	565	277,503
1,897.40	" " 14th "	561,701	4,58,820	47,81,171	7,86,710	27,549	10,81,105	565	277,503
1,897.40	" " 21st "	568,835	4,58,820	47,81,171	7,86,710	27,549	10,81,105	565	277,503
1,897.40	" " 28th "	575,969	4,58,820	47,81,171	7,86,710	27,549	10,81,105	565	277,503
1,897.40	" " 5th Dec.	583,103	4,58,820	47,81,171	7,86,710	27,549	10,81,105	565	277,503
1,897.40	" " 12th "	590,237	4,58,820	47,81,171	7,86,710	27,549	10,81,105	565	277,503
1,897.40	" " 19th "	597,371	4,58,820	47,81,171	7,86,710	27,549	10,81,105	565	277,503
1,897.40	" " 26th "	604,505	4,58,820	47,81,171	7,86,710	27,549	10,81,105	565	277,503
1,897.40	" " 31st "	611,639	4,58,820	47,81,171	7,86,710	27,549	10,81,105	565	277,503
	Totals up to date	5,371,089	20,86,000	7,24,16,769	8,94,19,124	3,27,839	17,04,384	720	4,880,514

* Audited figures.

TARKESUR BRANCH RAILWAY.

Approximate Return of Traffic for week ended 18th October 1902 on 22.23 miles open

	COACHING TRAFFIC.		MERCHANDISE AND MINERAL TRAFFIC.		Other earnings (estimated).	Total earnings.	TRAFFIC TRAFFIC—MILES.		
	No. of passengers.	Coaching receipts.	Weight carried.	Receipts.			Coaching.	Merchandise.	Total.
For the week	22,370	Rs. 2,447 2 0	Mds. 17,136 10	Rs. 730 4 0	Rs. 8 0 0	Rs. 2,455 2 0	1,808	96	1,904
For the week of previous 18th October	202,173	Rs. 70,940 2 0	Mds. 2,30,186 10	Rs. 6,087 2 0	Rs. 110 0 0	Rs. 71,157 2 0	16,316	1,342	17,658
Total for 184 weeks	225,043	Rs. 73,387 4 0	Mds. 2,47,322 10	Rs. 6,817 6 0	Rs. 118 0 0	Rs. 74,323 10 0	17,124	1,438	18,562
COMPARISON.									
For corresponding week of previous year.	24,000	Rs. 5,540 12 11	Mds. 17,118 50	Rs. 730 1 0	Rs. 6 8 0	Rs. 6,300 12 5	1,775	110	1,885
For the week of railway corresponding to week of previous year.	...	Rs. 251 8 9	...	Rs. 33 1 2	Rs. 0 4 9	Rs. 285 12 7	...	...	...
Total for corresponding 184 weeks of previous year.	332,004	Rs. 74,901 12 11	Mds. 1,72,462 10	Rs. 6,870 6 0	Rs. 118 5 0	Rs. 81,790 5 0	17,654	1,387	19,041

Abstract of progressive weekly returns of all earnings for 1902 in comparison with 1901.

Week ending.	Period.	Coaching Traffic.		Merchandise and Mineral Traffic.		Other earnings.	Total.	Per mile of railway.	Train mileage.	
		No. of passengers.	Rs.	Mds.	Rs.				No.	Rs. a. p.
1902	18 days of July	40,801	10,011	78,607	1,673	10	11,694	625	2,068	Rs. 5 9 0
1901	Week ended 18th July	31,367	6,939	10,967	483	10	7,452	390	1,272	Rs. 5 10 0
1902	" " 25th "	22,847	6,337	12,035	554	6	6,997	304	1,198	Rs. 6 10 0
1901	" " 2nd August	16,806	3,740	8,981	354	11	4,195	195	1,180	Rs. 5 7 0
1902	" " 1st "	19,463	4,747	7,688	488	5	5,340	258	1,160	Rs. 4 11 7
1901	" " 15th "	20,417	4,884	5,734	240	13	5,141	251	1,154	Rs. 4 5 2
1902	" " 8th "	18,549	4,081	8,881	372	7	4,461	201	1,105	Rs. 3 12 1
1901	" " 22nd "	16,015	3,464	8,610	312	9	3,835	172	1,004	Rs. 3 3 8
1902	" " 20th "	18,855	3,915	9,071	508	5	4,428	202	1,100	Rs. 3 15 5
1901	" " 28th Sept.	19,184	4,312	12,074	430	8	4,750	210	1,104	Rs. 3 10 0
1902	" " 13th "	17,886	4,007	12,779	478	8	4,553	205	1,104	Rs. 3 12 4
1901	" " 20th "	19,305	4,388	12,179	571	8	4,967	228	1,100	Rs. 4 2 1
1902	" " 4th Oct.	21,730	5,440	17,700	701	8	6,149	277	1,194	Rs. 6 3 1
1901	" " 11th "	22,433	5,052	15,070	668	8	5,733	230	1,198	Rs. 5 5 7
1902	" " 12th "	22,870	5,267	17,150	716	4	6,017	274	1,198	Rs. 6 3 1
Totals up to date		225,043	73,387	2,47,322	6,817	118	81,790	2,122	18,744	Rs. 4 5 10

Abstract of progressive weekly returns of all earnings for 1903 in comparison with 1901—continued.

1903.

Week ending.	Period.	Coaching Traffic.		Merchandise and Mineral Traffic.		Other earnings.	Total.	Per mile of railway.	Train mileage.	
		No. of passengers.	Rs.	Mds.	Rs.				No.	Rs. a. p.
1903	18 days of July	41,334	9,910	30,303	786	18	10,714	472	2,344	Rs. 4 13 4
1902	Week ended 18th July	31,367	6,939	10,967	483	10	7,452	390	1,272	Rs. 5 10 0
1903	" " 27th "	30,605	6,417	7,851	319	8	7,734	304	1,253	Rs. 5 7 4
1902	" " 2nd August	16,806	3,740	8,981	354	11	4,195	195	1,180	Rs. 5 7 0
1903	" " 16th "	21,683	4,807	6,987	312	10	5,129	231	1,180	Rs. 4 5 1
1902	" " 1st "	19,463	4,747	7,688	488	5	5,340	258	1,160	Rs. 4 11 7
1903	" " 17th "	18,754	4,474	8,641	391	8	4,863	189	1,104	Rs. 3 6 6
1902	" " 8th "	18,549	4,081	8,881	372	7	4,461	201	1,105	Rs. 3 12 1
1903	" " 24th "	18,808	4,082	8,683	264	9	4,712	212	1,105	Rs. 3 10 0
1902	" " 20th Sept.	18,855	3,915	9,071	508	5	4,428	202	1,100	Rs. 3 15 5
1903	" " 14th "	20,330	4,903	12,308	473	11	5,745	219	1,194	Rs. 4 12 1
1902	" " 28th "	19,184	4,312	12,074	430	8	4,750	210	1,104	Rs. 3 10 0
1903	" " 29th "	19,641	4,440	10,602	337	9	4,786	224	1,104	Rs. 3 3 2
1902	" " 4th Oct.	21,730	5,440	17,700	701	8	6,149	277	1,194	Rs. 6 3 1
1903	" " 18th "	22,152	4,881	21,050	662	7	5,549	235	1,100	Rs. 6 14 0
1902	" " 12th "	22,870	5,267	17,150	716	4	6,017	274	1,198	Rs. 6 3 1
Totals up to date		322,047	79,542	1,72,462	6,870	118	81,790	2,122	18,744	Rs. 4 5 10

* Audited figures.

DELHI-UMBALLA-KALKA RAILWAY.

Approximate Return of Traffic for week ended 18th October 1902 on 162.24 miles open.

	COACHING TRAFFIC.		MERCHANDISE AND MINERAL TRAFFIC.		Other earnings (estimated).	Total earnings.	TRAFFIC TRAIN-MILES.		
	No. of Passengers.	Coaching Receipts.	Weight carried.	Receipts.			Coaching.	Merchandise.	Total.
Total traffic for the week ...	90,856	Rs. 21,779 8 0	Mds. 1,67,461 20	Rs. 17,737 13 0	Rs. 61 9 0	Rs. 39,587 4 0	9,798	6,417	16,215
Or per mile of railway ...	559.546	130 8 7	10,29,556 20	108 4 4	0 5 0	240 1 1	130.1 01	64.477	194.578
For previous 154 weeks of half-year ...	3,54,103	2,52,085 4 0	25,80,046 0	11,72,548 5 2	739 9 0	4,54,383 10 0	139,056	95,894	234,950
COMPARISON.									
Total for corresponding week of previous year.	15,8834	Rs. 31,616 3 3	1,01,873 20	14,744 13 0	106 8 3	Rs. 46,786 5 6	8,8034	5,2571	14,0605
For mile of railway corresponding week of previous year.	...	15 1 4	...	90 14 1	0 10 5	288 9 10	...	...	...
Total for corresponding 154 weeks of previous year.	3,53,080	2,53,862 13 3	25,23,667 10	11,69,718 1 2	831 11 9	4,54,482 0 2	137,468	95,4534	232,9214

1902.

Abstract of progressive weekly returns of all earnings for 1902 in comparison with 1901.

Open mileage.	Period.	Coaching Traffic.		Merchandise and Mineral Traffic.		Other earnings.	Total.	Per mile of railway.	Train mileage.	
		Number of Passengers.	Rs.	Mds.	Rs.	Rs.	Rs.	Rs.	No.	Rs. & P.
1901-02	13 days of July	46,094	23,091	1,44,466	18,047	30	41,651	250	23,103	Rs. 1 4 4
1902-02	Week ended 18th "	22,411	17,043	6,62,416	10,009	48	23,713	966	18,700	1 4 10
1901-02	" " 26th "	25,297	22,787	1,02,687	9,999	32	31,633	191	18,778	1 4 6
1902-02	" " 2nd Aug.	30,184	15,625	1,00,522	7,715	40	23,661	145	13,472	1 12 2
1901-02	" " 8th "	21,716	17,119	92,518	7,445	38	24,613	129	13,618	1 14 3
1902-02	" " 10th "	21,535	16,568	94,434	8,000	48	24,546	144	13,376	2 1 1
1901-02	" " 16th "	18,721	14,375	87,118	13,018	29	27,431	169	13,353	2 1 1
1902-02	" " 22nd "	23,442	20,818	97,460	10,494	41	31,363	183	19,708	2 1 1
1901-02	" " 28th Sept.	14,546	16,866	89,408	8,999	39	23,565	155	13,468	2 1 1
1902-02	" " 29th "	21,535	17,066	96,074	7,439	46	24,544	181	13,571	1 13 3
1901-02	" " 5th Oct.	18,476	17,433	80,116	9,501	44	27,099	107	12,699	2 1 0
1902-02	" " 12th "	15,761	14,846	1,06,466	13,513	51	29,411	175	12,387	2 1 0
1901-02	" " 18th Oct.	17,466	15,043	1,10,053	13,004	51	29,706	159	14,004	2 1 0
1902-02	" " 19th "	18,595	20,417	1,29,311	11,043	51	39,456	200	14,037	2 1 3
1901-02	" " 25th "	20,566	21,179	1,47,401	17,739	51	39,357	240	14,150	2 1 1
	Totals up to date	354,103	2,52,085	25,80,046	1,72,550	739	4,54,383	179	305,848	2 1 1

Abstract of progressive weekly returns of all earnings for 1902 in comparison with 1901—concluded.

1901.

		Number of Passengers.	Rs.	Mds.	Rs.	Rs.	Rs.	Rs.	No.	Rs. & P.
1901-02	13 days of July	41,383	21,102	1,16,806	20,744	88	42,013	353	31,945	2 12 1
1902-02	Week ended 25th "	29,079	17,201	89,181	14,708	48	32,538	175	11,714	2 1 0
1901-02	" " 31st "	29,092	16,997	86,872	16,006	48	32,023	179	11,334	2 1 0
1902-02	" " 7th Aug.	31,632	22,416	94,508	11,813	59	34,888	211	11,303	2 1 1
1901-02	" " 14th "	21,887	19,338	1,06,544	11,040	34	30,799	169	12,164	2 1 0
1902-02	" " 21st "	19,997	18,875	1,03,628	8,460	45	24,557	123	11,081	2 1 0
1901-02	" " 28th "	20,400	15,351	91,930	10,323	39	26,009	164	11,449	2 1 1
1902-02	" " 5th Sept.	19,870	16,611	73,947	8,780	59	25,263	157	12,020	2 1 1
1901-02	" " 12th "	16,546	16,486	1,56,825	8,219	51	34,872	258	11,449	2 1 0
1902-02	" " 19th "	17,855	18,783	73,578	10,980	59	30,741	171	11,584	2 1 0
1901-02	" " 26th "	18,780	22,113	1,07,538	14,568	44	37,136	239	11,200	2 1 0
1902-02	" " 3rd Oct.	18,510	19,773	1,01,308	14,013	48	33,837	201	11,871	2 1 0
1901-02	" " 10th Oct.	20,466	20,003	1,58,307	14,074	48	34,724	237	11,523	2 1 0
1902-02	" " 17th "	17,379	19,339	1,17,719	14,782	47	34,090	210	11,453	2 1 0
1901-02	" " 24th "	19,535	21,315	1,01,878	16,785	106	38,746	237	11,467	2 1 0
	Totals up to date	313,065	1,93,486	10,32,681	1,09,719	631	4,94,422	195	185,977	2 1 0

* Amended figures.

SOUTH BENAR RAILWAY.

Approximate Return of Traffic for week ended 18th October 1902 on 78.75 miles open.

	COACHING TRAFFIC.		MERCHANDISE AND MINERAL TRAFFIC.		Other earnings (estimated).	Total earnings.	TRAFFIC TRAIN-MILES RUN.		
	Number of passengers.	Coaching receipts.	Weight carried.	Receipts.			Coaching.	Merchandise.	Total.
		Rs. A. P.	Mds. B.	Rs. A. P.	Rs. A. P.	Rs. A. P.			
Traffic for the week ...	(a) 12,333	(a) 5,913 8 0	45,015 30	2,065 15 0	11 0 0	8,494 5 0	1,701	1,158	2,859
For the week of railway ...	188,879	75 1 8	2,83,638 10	32 0 3	6 2 8	107 15 2	27,786	16,307	44,093
For the previous 104 weeks of half-year	188,879	99,347 1 0	2,83,638 10	32,423 11 0	187 0 0	1,25,087 12 0	27,786	16,307	44,093
Total for 104 weeks	188,879	1,08,875 7 0	2,83,638 10	43,980 10 4	108 0 0	1,44,400 1 0	27,786	16,307	44,093
COMPARISON.									
For the corresponding week of ...	17,334	9,044 5 1	88,371 10	3,410 8 0	74 0 9	13,370 5 10	3,814	1,311	5,125
For the week of railway ...	...	128 4 8	...	30 0 8	0 5 8	137 2 10	...	...	...
For the previous 104 weeks of half-year	188,879	1,24,784 8 1	5,88,337 5	40,141 5 0	583 1 0	1,73,190 6 1	33,576	19,875	53,451

(a) The decrease is due to "Pitri Pakha Mela" held at Gaya in the corresponding period of 1901.

1902.

Abstract of progressive weekly returns of all earnings for 1902 in comparison with 1901.

Open mileage.	Period.	Coaching Traffic.		Merchandise and Mineral Traffic.		Other earnings.	Total.	For mile of railway.	Train mileage.	
		Number of passengers.	Rs.	Mds.	Rs.	Rs.	Rs.	Rs.	No.	Mile.
1901	18 days of July ...	33,554	12,710	70,827	4,578	20	16,328	212	4,901	2 10 3
1902	Week ended 18th ...	12,333	5,913	45,015	2,065	11	8,494	111	2,859	3 6 1
1901	" " 22nd Aug. ...	11,735	5,884	41,444	2,344	9	8,246	105	2,835	3 14 7
1902	" " 9th ...	12,333	5,913	45,015	2,065	11	8,494	111	2,859	3 6 1
1901	" " 16th ...	10,032	4,314	39,678	2,009	12	6,335	93	2,304	2 8 0
1902	" " 16th ...	9,488	4,890	39,678	2,344	11	7,233	92	2,500	2 12 0
1901	" " 23rd ...	9,488	4,708	31,376	2,344	8	7,050	90	2,055	2 11 4
1902	" " 23rd ...	9,081	4,649	30,330	2,535	10	7,194	91	2,240	2 1 0
1901	" " 30th Sept. ...	8,817	4,731	28,078	1,990	10	6,728	85	2,343	2 1 1
1902	" " 30th Sept. ...	8,008	4,357	30,128	1,820	13	7,190	92	2,500	2 12 0
1901	" " 7th Oct. ...	14,110	7,739	30,878	2,064	13	9,896	125	3,287	3 15 8
1902	" " 27th ...	11,090	11,337	41,110	2,515	11	14,962	177	3,095	4 0 11
1901	" " 4th Oct. ...	22,840	12,064	45,312	2,391	11	14,556	204	4,075	3 10 1
1902	" " 11th ...	12,333	5,913	45,015	2,471	11	10,400	132	2,859	3 6 1
1901	" " 18th ...	19,843	7,815	42,048	2,480	11	10,305	108	3,639	3 14 8
	Totals up to date	196,809	1,05,803	6,35,582	26,109	108	1,44,400	117	47,723	3 9 5

Abstract of progressive weekly returns of all earnings for 1902 in comparison with 1901—continued.

1901.

		No. of passengers.	Rs.	Mds.	Rs.	Rs.	Rs.	Rs.	No.	Mile.
1901	18 days of July ...	33,554	12,710	70,827	4,578	20	16,328	212	4,901	2 10 3
1902	Week ended 18th ...	12,333	5,913	45,015	2,065	11	8,494	111	2,859	3 6 1
1901	" " 27th ...	19,807	8,084	40,002	2,227	15	10,088	129	3,308	3 1 3
1902	" " 9th ...	12,333	5,913	45,015	2,315	14	10,088	114	2,859	3 6 1
1901	" " 16th ...	13,843	11,723	40,144	2,312	14	17,425	221	3,507	3 6 3
1902	" " 16th ...	12,333	11,723	40,144	2,740	21	14,480	164	3,208	3 6 1
1901	" " 23rd ...	11,246	8,312	35,062	2,236	20	11,539	116	3,307	2 12 2
1902	" " 23rd ...	10,032	5,016	35,062	1,703	25	7,743	95	2,406	2 6 7
1901	" " 30th Sept. ...	10,143	5,643	33,020	1,709	11	7,358	93	2,405	2 6 0
1902	" " 30th Sept. ...	10,423	5,695	37,879	1,304	11	7,071	99	2,864	2 6 11
1901	" " 7th Oct. ...	11,090	5,196	37,078	2,127	14	11,338	114	3,403	3 4 4
1902	" " 7th Oct. ...	11,090	5,196	37,078	2,127	14	11,338	114	3,403	3 4 4
1901	" " 14th Oct. ...	20,731	12,431	44,385	1,905	21	14,387	187	3,508	4 4 8
1902	" " 14th Oct. ...	12,333	12,431	44,385	2,144	11	12,480	173	3,508	4 4 8
1901	" " 18th ...	17,330	8,544	32,311	2,410	26	12,379	107	3,923	3 4 8
	Totals up to date	268,499	1,24,784	2,88,237	40,141	265	1,73,190	190	53,451	3 4 8

* Audited figures.

BENGAL CENTRAL RAILWAY COMPANY, LIMITED.

Approximate Return of Traffic and Mileage for the week ended 18th October 1902 on 129 miles open.

	COACHING TRAFFIC.		MERCHANDISE AND MINERAL TRAFFIC.		Other earnings.	Total earnings.	TRAFFIC TRAIN-MILES RUN.		
	Number of passengers.	Coaching receipts.	Weight carried.	Receipts.			Coaching.	Merchandise.	Total.
		Rs. A. P.	Mds. c.	Rs. A. P.	Rs. A. P.	Rs. A. P.			
Total traffic for the week ...	29,088	18,407 0 0	1,33,826 0	15,100 0 0	101 0 0	28,898 0 0	3,464	4,485	10,949
Or per mile of railway ...	221	95 0 0	878 0	116 0 0	1 0 0	218 0 0	27	35	62
For previous 15 weeks of half-year ...	430,905	2,00,791 0 0	17,09,342 0	2,00,326 0 0	2,800 0 0	4,10,007 0 0	40,830	51,497	1,12,327
Total for 16 weeks ...	459,993	2,19,198 0 0	18,43,168 0	2,15,426 0 0	3,901 0 0	4,38,915 0 0	44,294	55,982	1,20,276
COMPARISON.									
Total for corresponding week of previous year ...	27,740	20,144 0 0	1,17,202 0	14,175 0 0	244 0 0	34,579 0 0	3,507	4,868	8,375
Or per mile of railway corresponding week of previous year ...	210	155 0 0	844 0	107 0 0	2 0 0	280 0 0	44	62	106
Total to corresponding date of previous year ...	607,908	2,18,153 0 0	18,90,711 0	2,30,785 0 0	26,491 0 0	4,30,788 0 0	50,072	70,803	1,20,875

* Audited up to week ending 3rd August 1902.

† Coaching traffic calculated on 129 miles only.

ASSAM-BENGAL RAILWAY.

Approximate Return of traffic for the week ended 18th October 1902 on 538 miles open for all descriptions of traffic, and an additional 31 miles for goods and parcels traffic only.

	COACHING TRAFFIC.		MERCHANDISE AND MINERAL TRAFFIC.		Other earnings.	Total earnings.	TRAFFIC TRAIN-MILES RUN.		
	No. of passengers.	Coaching receipts.	Weight carried.	Receipts.			Coaching.	Merchandise.	Total.
		Rs. A. P.	Mds. c.	Rs. A. P.	Rs. A. P.	Rs. A. P.			
Total traffic for the week ...	17,544	17,901 5 0	2,30,278 0	21,081 0 0	991 0 0	40,223 0 0	4,804	10,023	14,827
Or per mile of railway ...	32	33 15	428 0	39 0 0	1 10	74 50	9	18 45	27 35
For previous 15 weeks of half-year ...	418,301	2,50,815 0 0	21,30,942 0	2,55,814 0 0	21,140 0 0	4,27,777 0 0	54,006	137,803	191,809
Total for 16 weeks ...	435,845	2,68,716 0 0	23,61,124 0	2,76,928 0 0	22,040 0 0	4,79,800 0 0	58,810	147,826	206,636
COMPARISON.									
Total for corresponding week of previous year ...	30,431	21,612 0 0	1,40,221 0	18,901 0 0	630 0 0	41,952 0 0	4,802	7,082	11,884
Or per mile of railway corresponding week of previous year ...	56 40	40 30	262 0	35 0 0	1 10	78 00	9 00	13 15	22 15
Total to corresponding date of previous year ...	4,29,807	2,50,900 0 0	20,00,370 0	2,83,372 0 0	19,185 0 0	4,89,119 0 0	58,320	140,581	198,901

FINANCIAL YEAR.

Approximate Statement of Gross Receipts of the Assam-Bengal Railway.

RECEIPTS FOR WEEK ENDING 18TH OCTOBER 1902.			RECEIPTS FOR WEEK ENDING 18TH OCTOBER 1901.			TOTAL RECEIPTS FROM 1ST APRIL 1902 TO 18TH OCTOBER 1902.			TOTAL RECEIPTS FROM 1ST APRIL 1901 TO 18TH OCTOBER 1901.			Total increase in 1902.	Total decrease in 1901.
Miles mileage worked.	Receipts.	Per mile worked.	Miles mileage worked.	Receipts.	Per mile worked.	Miles mileage worked.	Total receipts.	Per mile worked.	Miles mileage worked.	Total receipts.	Per mile worked.		
129	41,267	77 30	173	41,268	77 25	202	19,38,774	95	202	19,00,810	94	...	...

BENGAL AND NORTH-WESTERN RAILWAY.

Approximate Return of Traffic for the week ending 18th October 1902 on 1,261 miles open.

	COACHING TRAFFIC.		MERCHANDISE AND MINERAL TRAFFIC.		Other earnings (estimated), including steam-tugs.	Total earnings.	TRAFFIC TRAFFIC-MILES RUN.		
	Number of passengers.	Receipts.	Weight carried.	Receipts.			Coaching.	Merchandise.	Total.
Total traffic for the week on 1,261 miles open	175,000	Rs. 68,070	Mds. 4,96,776	Rs. 1,07,823	Rs. 13,940	Rs. 1,34,000	61,491	(a) 28,000	89,491
per mile of railway	139.50	53.95	393.53	84.70	11.05	107.00	48.73	22.00	70.73
per week of half-year (a)	3,628,104	1,430,130	75,30,559	1,61,318	2,15,861	20,40,100	658,634	435,445	1,094,079
Total for 14 weeks	3,843,854	1,496,800	80,70,369	1,75,835	2,32,491	21,84,000	690,747	457,890	1,148,637
COMPARISON.									
Total for corresponding week of previous year on 1,261 miles open	151,877	55,116	4,37,308	87,137	10,308	1,53,869	38,335	(a) 18,945	57,280
per mile of railway corresponding week of previous year	122.80	43.68	346.16	69.67	8.19	107.08	30.35	17.33	47.68
Total for corresponding date of previous year	3,780,305	1,430,588	83,06,492	1,79,134	2,19,443	23,12,331	641,560	439,876	1,081,436

(a) Increase due to improved traffic.

(b) Decrease due to falling off chiefly in local traffic. Mounds 50,000 and Rs. 2,400 on account of ballast trains included in this week; in the corresponding week of the previous year they were dealt with monthly.

(c) Includes 5,713 miles of ballast trains run on open line.

(d) Audited figures up to week ending 2nd August 1902.

(e) 5,674 miles of ballast trains run on open line.

SEGOWLIE-KAKSAUL BRANCH RAILWAY.

(WORKED BY THE B. & N.-W. RAILWAY.)

Approximate Return of Traffic for the week ending 18th October 1902 on 18 miles open.

	COACHING TRAFFIC.		MERCHANDISE AND MINERAL TRAFFIC.		Other earnings (estimated).	Total earnings.	TRAFFIC TRAFFIC-MILES RUN.		
	Passengers carried.	Receipts.	Weight carried.	Receipts.			Coaching.	Merchandise.	Total.
Total traffic for the week on 18 miles open	3,809	Rs. 405	Mds. 12,703	Rs. 181	Rs. 12	Rs. 605	300	174	474
per mile of railway	211.61	22.50	705.75	10.05	0.66	33.61	16.67	9.42	26.09
per week of half-year (a)	24,134	2,743	1,50,823	2,315	116	2,171	4,639	2,610	7,249
Total for 14 weeks	28,025	3,847	1,63,408	2,841	136	3,773	4,908	3,614	8,522
COMPARISON.									
Total for corresponding week of previous year on 18 miles open	3,870	500	20,973	270	51	201	300	143	443
per mile of railway corresponding week of previous year	217.78	27.78	1,165.17	15.00	2.83	11.17	16.67	7.83	24.50
Total for corresponding date of previous year	27,607	3,448	1,53,273	4,095	176	2,756	4,347	2,403	6,750

(a) Includes audited figures up to week ending 2nd August 1902.

SEGOWLIE-KAKSAUL BRANCH RAILWAY.

(WORKED BY THE B. & N.-W. RAILWAY.)

Audited Return of Traffic for the week ending 9th August 1902 on 18 miles open.

	COACHING TRAFFIC.		MERCHANDISE AND MINERAL TRAFFIC.		Other earnings.	Total earnings.	TRAFFIC TRAFFIC-MILES RUN.		
	Passengers carried.	Receipts.	Weight carried.	Receipts.			Coaching.	Merchandise.	Total.
Total traffic for the period on 18 miles open	3,809	Rs. 405	Mds. 12,703	Rs. 181	Rs. 12	Rs. 605	300	174	474
per mile of railway	211.61	22.50	705.75	10.05	0.66	33.61	16.67	9.42	26.09
per week of half-year (a)	24,134	2,743	1,50,823	2,315	116	2,171	4,639	2,610	7,249
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Total for corresponding date of previous year	27,607	3,448	1,53,273	4,095	176	2,756	4,347	2,403	6,750

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SUPPLEMENT TO
The Calcutta Gazette.

WEDNESDAY, NOVEMBER 12, 1902.

OFFICIAL PAPERS.

[Non-Subscribers to the GAZETTE may receive the SUPPLEMENT separately on payment of five rupees per annum if delivered in Calcutta, or seven rupees and eight annas if sent by post.]

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**REPORT ON THE ROAD AND PUBLIC WORKS CESS OPERATIONS OF THE
LOWER PROVINCES FOR THE YEAR 1901-1902.**

NOTIFICATION No. 4833R.P.

The 11th November 1902.—The following extracts from the Report of the Board of Revenue on the Road and Public Works Cess operations in the Lower Provinces for the year 1901-1902 are published for general information.

E. W. COLLIN,
Offg. Secy. to the Govt. of Bengal.

No. 759A., dated Calcutta, the 29th August 1902.

From—A. EARLE, Esq., Offg. Secretary to the Board of Revenue, L. P.

To—The Secretary to the Government of Bengal, Financial Department.

I am directed to submit the Board's Report on the Road and Public Works
TAN HON'BLE MR. C. W. BOLTON, C.S.I. Cess operations for the year 1901-1902.

3. As in the preceding year, the cesses were levied at the maximum rate
Rate, land revenue demand, and gross rental. of one anna in the rupee in the 43 districts
in which the Act is in force. The Act has
been introduced in the recently re-settled estates in the Sonthal Parganas, and

valuation is in progress. The current demand of land revenue in the 43 districts is Rs. 3,96,95,675, and the gross rental, or valuation, amounts to Rs. 17,03,53,369.

4. The demands, collections, balances, and remissions of the year are compared with those of the two preceding years in this table:—

YEAR.	DEMAND.			Collections.	Percentage of total collections on current demand.	Balance.	Percentage of the balance on the total demand.	Remissions.
	Current.	Arrear.	Total.					
	Rs.	Rs.	Rs.	Rs.		Rs.		Rs.
1899-1900	30,64,800	18,69,787	1,06,74,777	38,11,800	103.8	17,04,899	18.5	65,327
1900-1901	31,84,725	18,74,804	1,08,90,489	38,05,374	100.1	14,71,945	15.4	70,321
1901-1902	36,36,445	16,78,685	1,10,02,980	39,13,235	99.8	16,94,818	15.3	69,375

The current demand shows an increase of Rs. 1,41,218 over that of the previous year. This was mainly caused by revaluations in the districts of the 24-Parganas (Rs. 38,559), Nadia (Rs. 3,874), Dacca (Rs. 16,288), Backergunge (Rs. 10,725), Tippera (Rs. 12,207), Noakhali (Rs. 5,586), Shahabad (Rs. 21,722), and Ranchi (Rs. 18,730), by the assessment of coal-mines and resumed *chakras* (service) lands in Burdwan, and by the valuation of *ghatwali* lands in Birbhum. The arrear demand increased by Rs. 1,219, but was Rs. 2,44,264 less than that of 1899-1900. The collections were Rs. 1,10,451 more than in the previous year. Owing to the considerable increase in the demand of the year, there was a slight decline (from 100.1 to 99.8) in the percentage of total collections on the current demand. The outstanding balance has increased by Rs. 12,970, but is less by Rs. 19,680 than that of 1899-1900. The percentage of the balance on the total demand is almost the same as in the preceding year. The remissions, which amounted to Rs. 66,875, against Rs. 70,321 in the previous year, were granted chiefly in the districts of Burdwan (Rs. 16,599), Birbhum (Rs. 3,148), Khulna (Rs. 4,599), Backergunge (Rs. 5,029), Tippera (Rs. 3,074), and Singhbhum (Rs. 16,608), and were on account of revaluations of estates under section 13 of the Cess Act, erroneous and double assessments, dilution, revision of assessments of mines and forests, and acquisition of land for the Assam-Bengal Railway.

5. The districts are grouped in two classes, that is, (i) those in which the

- | | |
|------------------|-----------------|
| 1. Mymensingh. | 13. Bogra. |
| 2. Muzaffarpur. | 14. Gaya. |
| 3. Hooghly. | 15. Champaran. |
| 4. Midnapore. | 16. Dacca. |
| 5. Faridpur. | 17. Patna. |
| 6. Pabna. | 18. Dinajpur. |
| 7. Balasore. | 19. Bhagalpur. |
| 8. Nadia. | 20. Darbhanga. |
| 9. Darjeeling. | 21. Malda. |
| 10. Backergunge. | 22. Birbhum. |
| 11. Murshidabad. | 23. Jalpaiguri. |
| 12. Chittagong. | 24. Rajshahi. |

25. Baran.

collections attained the prescribed standard of 100 per cent. on the current demand, or more, and (ii) those in which the collections were short of that standard. The marginally-noted districts fall under the first class, and in their case no explanation is needed. In Mymensingh and Muzaffarpur the percentage of collections was above 105.

It was less than 100 in the 18 districts noticed below, against 19 in the previous year:—

(i) In Puri (99.8), Tippera (93.7), Jessore (99.6), Palamau (99.3), Noakhali (98.9), 24-Parganas (98.7), and Purnea (98.2), the percentage exceeded 98, and explanation of the failure to reach the standard is not called for. The explanations in regard to the remaining 11 districts are as follow.

(ii) *Bankura* (97.5).—The short collections are attributed principally to non-payment by the owners of three big estates, of which one is under attachment under section 99 of the Cess Act, and also to the failure of crops.

(iii) *Rangpur* (97.4).—The decrease (from 99.4 in 1900-1901) is ascribed to non-payment by two big estates for three successive kists. In one a dispute between the co-sharers has led to the defaults, while the other is under the management of a receiver appointed by the Collector under section 56 of the Land Registration Act, who has not been able to make collections, a co-sharer of the property having refused to furnish him with information regarding the liabilities of the tenants.

(iv) *Hazaribagh* (97.1).—The decline in collections (from 98.9 in 1900-1901) was principally due to non-payment at the last kist by certain zamindars,

and to the withholding of payment by the proprietors of certain mica mines, which were assessed for the first time or of which the assessment was enhanced during the year. Three of the defaulting zamindars have recently applied for the protection of their estates under the Encumbered Estates Act.

(v) *Monghyr* (96.9).—The unsatisfactory result is ascribed (1) to plague and (2) to the survey and settlement operations, which kept the proprietors busy before the Settlement Officers. The Commissioner, however, does not accept these explanations, and is issuing orders that the Collector should insist upon the Deputy Collector in charge paying more attention to the subject than he has done during the year.

(vi) *Outlack* (96.87).—The low percentage is attributed to the gradual decrease of the arrear demand and to default on the part of certain important estates.

(vii) *Shahabad* (94.2).—The failure to attain the standard was due (1) to the deficiency of the winter rice crop and (2) to the non-payment of the demand of the March kist within the year by the zamindar of Sarajpura and the receiver of Babu Baij Nath Sahai's estate.

(viii) *Burdwan* (94.0).—The short collections are ascribed to large amounts due from the Burdwan Raj and two other important estates not having been paid within the year.

(ix) *Khulna* (92.7).—The percentage would have been more than 101 had not the current demand of the Syedpur Trust estate been satisfied by adjustment from the excess payments that had accrued, owing to the valuation of the estate having been reduced with effect from the year 1898-99.

(x) *Manbhum* (87.06).—The short collections were mainly due to the non-payment of a large sum (Rs. 42,271) by the Patkum and Barrabhum encumbered estates. In the former the arrears occurred owing to the Patkum Indigo and Trading Company, who held the greater portion of the estate, having failed for several years to pay the rent and cesses due under their lease. Certificates were filed and decrees obtained, but all proceedings had to be stayed in consequence of the Company having gone into liquidation. The lease was put up to sale and purchased by the estate in July 1901, but the collection papers were not received from the liquidator's office till September of that year, and actual collections did not commence till October. It is hoped that the arrears will be paid within the current year.

(xi) *Singbhum*.—The decline in the percentage (from 87.4 to 85.5) is attributed to the failure of the proprietors of the Dhalbhum and Anandpur estates to pay their dues within the year. The Commissioner also says that the lessees of mines and forests not infrequently default, and that, as they are not permanent residents of the district, it is often difficult to obtain their addresses.

(xii) *Ranchi* (70.3).—The poor results were due to the inability of the Maharaja of Chota Nagpur, who practically pays the whole of the cess demand, to recover his dues from his tenure-holders, many of whom have alienated their properties. Out of the balance of Rs. 52,012, a sum of Rs. 38,079 has been realised since the close of the year, and the remainder is in course of recovery.

7. The number of certificates filed during the year for the realisation of cess arrears was 139,613, against 127,360 in the previous year, which, with 43,399 certificates pending from 1900-1901, gave a total of 183,012 for disposal. Of these, 143,355, or 78.3 per cent., were disposed of, against 75.9 in the previous year, leaving 39,657 cases pending. The increase in the number of cases filed is shared by all Divisions except Burdwan and Orissa, and appears to be chiefly due to more vigorous action in enforcing demands. It is most marked in Gaya (6,647) and Monghyr (3,224). In Gaya the increase was due to the institution of cases punctually after each kist, and this has materially helped in the prompter collection of the demand. In Monghyr also greater punctuality and strictness prevailed in the cess office, and the increase in institutions is further explained by the fact that the number of certificates filed during 1900-1901 was much below the average of the three preceding years. The collection of cesses of rent-free lands direct by the Government, instead of through the zamindars in whose estate the lands lie, adds greatly to the number of certificates in some districts.

8. There was a noticeable decline in the institutions in Burdwan (1,294), Bankura (714), Jessore (506), Faridpur (1,155), Saran (1,655), Darbhanga (547), and Balasore (622). In Bankura, Faridpur, and Balasore this is attributed primarily to the withholding of certificates for petty arrears, which, in accordance with orders approved by the Government, are now allowed to accumulate to Rs. 5, provided that certificates must issue for any smaller sums when it is necessary to avoid their recovery being barred by limitation. No explanations have been furnished from the remaining districts. The decrease in Hazaribagh and Singhbhum is due to the issue, in the first instance, of warning post-cards immediately after the kist, on receipt of which many assesses paid up their dues. The use of post-card notices and the larger employment of kanungoes for the collection of petty arrears in Orissa tended to reduce the number of certificates filed in that Division. The largest number of cases was instituted in Burdwan (5,293), Midnapore (9,482), Hooghly (15,114), 24-Parganas (6,433), Chittagong (5,089), Patna (8,001), Gaya (12,216), Shahabad (8,465), Saran (8,865), Muzaffarpur (6,840), Darbhanga (5,818), and Monghyr (5,630).

9. The disposals exceeded the institutions in all the Divisions except Chittagong and Bhagalpur, where, however, the number of cases filed was greater than in the preceding year. The districts in which the number of pending cases at the close of the year shows a large increase are Midnapore, Dacca, Noakhali, Gaya, and Monghyr. No explanation has been furnished in regard to Midnapore, but it appears from a separate communication received from the Commissioner that the necessary temporary staff could not be employed, suitable men not being available. In Dacca the increase is attributed to a large number of institutions in the latter part of the year. The Collector reports that the file has now been greatly reduced. The deficiency in disposals in Noakhali is attributed to the filing of cases for arrears due from rent-free lands under section 70 of the Act in the latter part of the year. In Gaya and Monghyr the increase was due to the larger number of institutions—12,216 and 5,630 against 5,569 and 2,406, respectively, in the previous year. The largest number of pending cases in the Patna Division is in Shahabad, and this, the Commissioner says, accounts partly for the collections having fallen considerably below the standard. The pending files show material reductions in Burdwan, Mymensingh, Faridpur, Chittagong, Saran, and Muzaffarpur. It is satisfactory to note that, notwithstanding the increase in the number of institutions, the number of pending cases in all the Divisions declined from 43,399 (revised figure) to 39,657, or by 3,742.

11. The total number of objections lodged against certificates was 11,759, against 11,621 in 1900-1901, of which 11,498 objections against certificates. against 11,284 was disposed of. The largest number disposed of was in the districts of Burdwan (1,003), Hooghly (932), Gaya (953), Shahabad (1,731), and Saran (3,890). In 1,146 cases the certificates objected to were cancelled, the percentage increasing from 8.8 to 9.9. The result is not so favourable as in the previous year, but is better than in 1899-1900—10.7. The number of cases in which reductions were made in the amount certified was 548 against 539. Out of 1,146 cases, in which certificates were cancelled on objection, Burdwan contributed 95, Dacca 105, Patna 142, Saran 217, and Monghyr 132. The cancellations were due to defective entries in the record-room and land registration registers, death and desertion of defaulters, exemption of lands lying within municipal limits, double assessments, and non-registration of names of holders of rent-free lands. In Monghyr the special cause was the incomplete state of the land registration registers, particularly in respect of the omission of the numbers of the separate accounts, which led to the entry in the certificates of the names of proprietors of residuary shares when those for separate accounts were required, and *vice versa*. The Board will call for a special report on the subject.

12. In 45,945 cases against 35,618 in 1900-1901, payments were made on the mere issue of notice: in 82,956 against 57,976 on the issue of notice for sale of moveable property, and in 28,107 against 23,607 on the issue of notice for sale of immoveable property. Of the total number of sales (3,864 against 3,451), 1,493, or 38.6 per cent., were set aside under sections 20 and 21 of the Public Demands Recovery Act, I (B.C.) of 1895, Stage of procedure at which demands were satisfied.

Please substitute pages 1605-1606 for those
already issued.

as amended by Act I (B.C.) of 1899, against 1,470, or 42·6 per cent., in the previous year. The highest number of sales set aside was in the districts of Patna (114), Gaya (106), Shahabad (215), Saran (108), Muzaffarpur (148), and Darbhanga (170). No special complaint against the working of section 21 in the Patna Division has, however, been made.

15. During the year general revaluations were completed in the districts of the 24-Parganas (with the exception of rent-free lands), Bogra (with the exception of 18 estates), Purnea, and Puri. The revaluation of estates and tenures in the 24-Parganas has resulted in an increase of Rs. 87,058 (approximately), or of 41·2 per cent., on the previous assessment. In Bogra the increase obtained amounts to Rs. 14,968, or 17·0 per cent., on the former cess revenue, while in Purnea and Puri the operations have resulted in an increase of Rs. 50,183 and Rs. 2,676, or 26·5 and 3·9 per cent., respectively. The districts under complete revaluation were Hooghly, Nadia, Khulna, Rajshahi (with the exception of 22 estates and 68 rent-free lands), Jalpaiguri (Regulation and Non-Regulation portions), Rangpur, Gaya, Shahabad, Cuttack, Balasore, and Hazaribagh.

16. When the road cess was first assessed in 40 districts the gross rental or valuation of those districts was Rs. 13,11,61,432.

Gross rental. Subsequently the districts of Khulna and Palamau were created, and the Act was extended to them and to the district of Singhbhum. The gross rental, or valuation, of the 43 districts shows an increase in the past year from Rs. 16,80,89,561 to Rs. 17,03,53,369, or of Rs. 22,63,818, which is chiefly due to revaluation in the districts of the 24-Parganas, Nadia, Backergunge, Tippera, Shahabad, and Ranchi, and to the assessment of coal mines and resumed *chakran* (service) lands in Burdwan and the valuation of *ghatwali* lands in Singhbhum. The decrease in the gross rental of Rs. 87,456 in Singhbhum from Rs. 5,08,000 to Rs. 4,20,544 is noticeable, and is due to the annual revision of the assessments of mines and forests under Chapter V of the Act, and, in particular, to the exemption during the year, in accordance with the Advocate-General's opinion, of the *premia* paid by lessees for mining rights.

**LIBERALITY OF MAHARAJA SURJYA KANTA ACHARJYA OF
MYMENSINGH.**

No. 2649L.S.G., dated Calcutta, the 7th November 1902.

From—E. W. COLLIN, Esq., Offg. Secy. to the Govt. of Bengal, Municipal Dept.,
To—The Commissioner of the Dacca Division.

I AM directed to acknowledge the receipt of your letter No. 1285G., dated the 24th October 1902, reporting that Maharaja Surjya Kanta Acharjya of Muktagacha has paid into the District Fund of Mymensingh the sum of Rs. 5,000 for the construction of wells in commemoration of the Coronation of His Majesty King Edward VII, Emperor of India.

2. In reply, I am to request that you will be so good as to convey the thanks of Government to the donor for his liberality. This letter will be published in the *Calcutta Gazette*.

**LIBERALITY OF RAJA PRAMADA NATH RAY AND RANI
BHABASUNDARI.**

No. 2652Medl., dated Calcutta, the 7th November 1902.

From—H. O. WOODMAN, Esq., Under-Secy. to the Govt. of Bengal, Municipal Dept.,
To—The Commissioner of the Rajshahi Division.

PARA. 2. I am to request that you will be so good as to convey to Raja Pramada Nath Ray of Dighapatia and to Rani Bhabasundari the thanks of Government for their liberality in contributing Rs. 10,000 and Rs. 5,000, respectively, towards the construction of the new building for the Rampur Boalia Dispensary.

WEATHER AND CROP REPORT.

For the week ending the 10th November 1902.

Burdwan.—Rainfall at Sadar 0·09, Kalna nil, Katwa 0·02, Raniganj 0·08. Weather fair and seasonable. Threshing of *aman* and sowing of *rabi* nearly finished. Condition of *aman* and other standing crops fair, but some rain wanted. Fodder and water sufficient. Condition of cattle good. Common rice sells at 11 seers per rupee.

Birbhum.—Rainfall at Sadar nil, Rampur Hat nil. Weather seasonable. *Aman* being harvested. *Rabi* being sown. Coarse rice sells at 13 seers per rupee. Fodder and water sufficient.

Bankura.—Rainfall at Sadar ·45. Weather seasonable. *Aman* paddy is being harvested. Common rice sells at 12½ seers per rupee. Fodder and water sufficient.

Midnapore.—Rainfall at Sadar 1·07, Contai 2·86, Tamluk ·38, Ghatal ·31. More rain wanted in Tamluk and Ghatal subdivisions and parts of Sadar. Weather seasonable. Crops on high lands are withering for want of rain. Fodder and water sufficient. Cattle-disease reported from Binpur thana. Common rice sells as follows:—

	Srs.	ch.	
Sadar	...	12	8
Contai	...	12	8
Tamluk	...	11	0
Ghatal	...	11	12

per rupee.

Hooghly.—Rainfall at Sadar 1·57, Serampur ·31, Arambagh nil. More rain wanted. Prospect of standing crops fair. Sowing of *rabi* crops continues. Weather seasonable. Fodder and water sufficient. Common rice sells as follows:—

	Srs.	ch.	
Sadar	...	10	0
Serampore	...	10	0
Arambagh	...	11	1½

per rupee

Howrah.—Rainfall at Sadar 0·28, Ulbaria 0·70. More rain wanted. The *aman* on high lands suffering for want of sufficient rain. Washing of jute still continues. Sugarcane doing well. No cattle-disease. Fodder and water-supply sufficient. Common rice sells on an average 11 seers per rupee

24-Pargannas.—Rainfall at Sadar 0·05, Barasat 0·59, Basirhat 1·56, Diamond Harbour 0·54. Weather seasonable. The little rain that has fallen has not sufficed to improve the crops on high lands. State and prospect of crops fair. Probable outturn of *aman* is 98·75 per cent. Sowing of *rabi* crops going on. Common rice sells at 11 seers per rupee at Sadar and Barasat and at 10½ seers at Basirhat and Diamond Harbour. Condition of cattle good. Supply of fodder and water sufficient.

Nadia.—Rainfall at Sadar and Ranaghat nil, Chuadanga 0·40. Reports from Kushtia and Meherpur not received. Weather seasonable. Standing crops suffering for want of rain in the Ranaghat subdivision. Sowing of *rabi* and oilseed crops nearly finished. Fodder and water sufficient. No cattle-disease reported. Common rice sells as follows:—

	Srs.	ch.	
Sadar	...	12	0
Ranaghat	...	12	0
Chuadanga	...	11	0
Kushtia	...	Not	
Meherpur	...	received.	

per rupee.

Murshidabad.—Rainfall at Sadar ·03, Kandi ·31, Jangipur ·33, Lalbagh nil. Weather seasonable. Prospect of *aman*, sugarcane and *kalai* good. Cultivation of *rabi* crops going on. No cattle-disease reported from anywhere. Fodder and water sufficient. Common rice sells as follows:—

	Srs.	ch.	
Sadar	...	11	8
Kandi	...	14	8
Jangipur	...	13	8
Lalbagh	...	12	0

per rupee.

Jessore.—Rainfall at Sadar 0·08, Magura ·50, Jhenida 0·06. No rain at Bangaon and Narail. Prospects of crops generally fair, but more rain is wanted for the standing *aman* paddy. Cattle-disease reported from Magura police-station. Fodder and water sufficient. Common rice sells as follows:—

	Srs.	ch.	
Sadar	...	12	0
Jhenida	...	12	0
Narail	...	11	8
Bangaon	...	13	0
Magura	...	12	0

per rupee

Khulna.—Rainfall at Sadar 0·30, Bagerhat 0·38, Satkhira 1·15. Weather seasonable. *Aman* paddy doing well. Cultivation and sowing of *rabi* crops continue. Rape and mustard sowings estimated at 92 per cent. Fodder and water sufficient. Cattle-disease reported from Dumuria. Common rice sells as follows:—

	Srs. ch.	
Sadar	11 6	} per rupee.
Bagerhat	11 8	
Markhira	10 8	

Rajshahi.—Rainfall at Sadar nil, Nator 0·13, Naugaon 0·70. Winter setting in. *Rabi* crops being sown. Prospects of standing crops good. Condition of cattle good. Fodder and water plentiful. Common rice selling at 12½ seers per rupee.

Dinajpur. No rain. Weather seasonable. Standing crops good. Cattle-disease reported from three thanas. Fodder and drinking water plentiful. Rice selling at 12 seers per rupee.

Jaipalguri. Rainfall nil. Weather seasonable. *Haimanti* paddy doing well. Prospect favourable. Transplantation of tobacco commenced. Common rice sells at 10½ seers a rupee. Fodder and water sufficient.

Darjeeling.—Rainfall at Sadar 0·55, Kurseong 0·00, Siliguri 0·00. Weather seasonable. *Hills*—*Haimanti dhau*, *baru mura*, *phapaur*, and *kurai dal* doing well. *Terai*—*Haimanti* paddy coming into ears. Prospects of standing crops good. Coarse rice sells as follows:—

	Srs. ch.	
Hills	8 0	} per rupee
Terai	10 0	

Maize sells at Darjeeling at 21 seers and at Kalimpong at 28 seers per rupee.

Rangpur.—Rainfall nil. Weather seasonable. Sowing of mustard and potato commenced. Prospects of standing crops good. Water and fodder sufficient. Common rice sells as follows:—

	Srs. ch.	
Sadar	9 8	} per rupee.
Nilphamari	10 8	
Kurigram	10 8	
Gaibandha	11 0	

Sogra.—No rain. Weather seasonable. Lands being prepared for and sown with *rabi* crops. Prospects good. Fodder and water sufficient. Common rice sells at 13 seers per rupee.

Pabna.—Rainfall at Sadar nil, Sirajganj nil. Weather fine and cool. Prospects of standing crops fair. *Rabi* being sown. Fodder and water sufficient. Common rice sells at 10 seers per rupee.

Dacca. Rainfall at Sadar 0·03, Manikganj 0·10, Muashiganj and Narayanganj nil. Prospects of crops good. Weather seasonable. Fodder available. No cattle-disease. Common rice sells at 11½ seers per rupee.

Mymensingh.—Rainfall nil. Weather seasonable. Winter rice doing well. *Rabi* sowing continues. Fodder and water sufficient. No cattle-disease. Common rice sells at 12 seers per rupee.

Fariapur.—Rainfall at Sadar 0·21, Goalundo 0·37, Medaripur 0·05. Weather cool at night. Warm in day. State and prospects of crops good. No cattle-disease. Common rice sells at 11 seers per rupee.

Backergunge.—Rainfall at Sadar 0·40. Fall general but slight. Cold weather has set in. Prospects good. Fodder sufficient. Common *aman* 11 and *aus* 12 seers per rupee.

Tippera.—No rain. Weather seasonable. Prospects good. *Aman* paddy maturing. A little rain is wanted. Cultivation of *rabi* going on. Fodder and water available. No cattle-disease. Common rice sells as follows:—

	Srs. ch.	
Sadar	13 0	} per rupee.
Brahmanbaria	13 5	
Chandpur	11 0	

Noakhali.—No rain. Weather seasonable. Lands being prepared for *rabi* crops. Prospects good. Fodder and water sufficient. No cattle-disease. Common rice sells at Sadar at 12½ seers and at Feni at 13 seers 7 chitaks per rupee.

Chittagong.—No rain during the week. Cultivation of *rabi* is going on. Water and fodder sufficient. Rice sells at 12½ seers per rupee.

Chittagong Hill Tracts.—Rainfall nil. Weather seasonable. Prospect of winter rice crop good. No cattle-disease. Rice sells at 17 seers per rupee.

Patna.—Weather seasonable. Standing crops doing well. Sowing of *rabi* continues. No cattle-disease. Fodder and water sufficient. Common rice sells as follows:—

				Srs. ch.	
Patna	14 0	} per rupee.
Barh	...	...	...	13 0
Bihar	...	...	...	11 0
Dinapore	...	...	...	14 8

Gaya.—Rainfall at Aurangabad 0·02. Weather cold. Sowing of *rabi* and poppy in full swing. Early paddy almost ready for harvest. Sugarcane being pressed. No cattle-disease. Fodder and water sufficient. Common rice sells at 13 seers per rupee.

Shahabad.—Rainfall at Dehri 0·06. *Rabi* sowings continue. Prospect of paddy and sugarcane good. Fodder and water abundant. Rice sells at Sadar at 13 seers per rupee.

Saran.—Rainfall nil. Weather seasonable. *Rabi* being sown. Other standing crops doing well. Some more rain wanted. Poppy sowing begun in most places. Fodder and water sufficient. No cattle-disease. Common rice sells at 14 seers per rupee.

Champaran.—Rainfall nil. Weather seasonable. Winter rice and sugarcane doing well. Preparation for *rabi* sowings still going on. No cattle-disease. Fodder and water sufficient. Common rice sells at 17½ seers and maize at 30 seers per rupee.

Muzaffarpur.—Rainfall nil. Weather fair. *Rabi* sowings in progress. Prospects of crops continue good. Fodder and water sufficient. Prices are—Common rice 12 seers, maize 26 seers a rupee.

Darbhanga.—Rainfall nil. Prospects of standing crops good. *Rabi* sowings in progress. Fodder and water sufficient. Cattle-disease reported from Samastipur and Phulpur police-stations. Common rice sells as follows:—

				Srs. ch.	
Sadar	...	...	...	13 3	} per rupee.
Samastipur	...	...	...	13 8	
Madhubani	...	...	...	12 6	

Monghyr.—Rainfall at Sadar nil, Begusarai 0·02, Jamui 3·03. Weather seasonable. Sowing of *rabi* crops continues. Standing crops doing well. Fodder and water sufficient. Cattle-pox in one village reported from Begusarai thana. Common rice sells at Sadar and Begusarai at 12 seers and at Jamui at 13 seers per rupee.

Bhagalpur.—Rainfall at Sadar, Banka, Madhipura, and Supaul 0·00. Weather seasonable. Winter paddy and other standing crops also doing well. Sowing of *rabi* in progress. Cattle-disease from Madhipura. Fodder and water sufficient. Common rice sells as follows:—

				Srs. ch.	
Sadar	13 10	} per rupee.
Banka	...	...	...	12 8
Madhipura	...	...	...	13 8
Supaul	...	...	...	15 0

Purnea.—No rain. Cold weather gradually setting in. Prospects of winter rice generally favourable. *Rabi* sowings in progress. No cattle-disease. Fodder and water sufficient. Common rice sells at Sadar and Kishanganj at 11 seers and at Araria at 14 seers per rupee.

Malda.—Rainfall nil. Weather seasonable. Prospects of winter rice and *kharif* good. Sowing of *rabi* not finished. No cattle-disease. Fodder and water sufficient. Common rice sells at 13 seers per rupee.

Sonthal Parganna.—Rainfall at Sadar 0·43, Deoghur 0·20, Jamtara 0·14, Pakaur 0·14. Weather seasonable. Early winter rice being harvested. Outturn favourable. Fodder and water sufficient. Common rice sells at 13 seers per rupee at Sadar.

Cuttack.—No rain except 0·27 at False Point and slight rain at some other places. More rain wanted. Prospects good in irrigated and low areas, but not so in other areas affected by early cessation of rains. Weather seasonable. *Laghu sarad* being out at places. Fodder and water available. Common rice (old) 13½ seers and (new) 17 seers 1 chitak per rupee at Sadar.

Balasora.—Rainfall at Sadar 0·3. Fall general, except in half of Bhadrak subdivision. More rain wanted for the late winter paddy. Early winter paddy ripening. *Rabi* sowing commenced. Rice sells at 16 and 14 seers per rupee at Bhadrak and Sadar respectively. Fodder and water sufficient.

Angul.—Rainfall at Angul nil, Bissipara 0·09. Weather cold. Prospects of crops same as reported last week. Rain urgently needed. Cattle-disease reported from Angul. New common rice sells at 15 seers at Sadar and Khondmala.

Puri.—Rainfall at Sadar 0·16. Fall is scanty but general throughout the whole district. Weather seasonable. Winter rice crop on uplands ripening. Harvesting has begun. Low land paddy crop wants more rain. Sugarcane and other miscellaneous crops doing well. Fodder and water sufficient. Common rice sells at 13 seers 14 chitaks per rupee.

Hazaribagh.—Rainfall nil. Weather seasonable. Harvesting of paddy and sowing of *rabi* continues. Standing crops doing well. Fodder and water sufficient. Common rice sells at 15 seers per rupee.

Ranchi.—Rainfall 0·03. Weather seasonable. Harvesting of winter rice in progress. State of standing crops good, but rain is wanted. Cattle-disease reported from Ranchi and Karra thanas. Fodder and water sufficient. Average price of common rice is 13½ seers per rupee.

Palaman.—No rain. Weather seasonable. Rain wanted for *rabi*. Upland paddy suffered much for want of rain. Sugarcane doing well. Cattle-disease continues in places. Fodder and water sufficient. Rice selling at Sadar at 14 seers per rupee.

Manbhum.—Rainfall at Sadar 1·40. Weather seasonable. Prospect of crops good. Paddy being reaped in places. Fodder and water sufficient. Cattle-disease reported from thana Para. Average price of common rice (new) at Sadar is 18 seers per rupee.

Singhbhum.—Rainfall nil. Harvesting of *bhadoi* paddy still in progress. *Rabi* crops need rain. Average price of rice is 14 seers per rupee.

General Summary.—Light local showers have fallen in some districts. Paddy crops on high lands in the districts of the Burdwan and Presidency Divisions would be benefited by rain. The Orissa districts, especially Angul and the districts of Saran, Ranchi, Palaman and Singhbhum also require rain for the benefit of standing crops. Prospects on the whole fair. Cattle-disease reported from a few districts. Fodder and water sufficient. The price of common rice has risen in 8 districts, fallen in 5, and is stationary in the rest.

By order of the Lieutenant-Governor of Bengal,

W. C. MACPHERSON,

Offg. Secretary to the Govt. of Bengal.

REVENUE DEPARTMENT,
The 11th November 1902.

PRICES-CURRENT (*RETAIL*) OF FOOD-GRAINS AND SALT

IN THE

HEAD-QUARTERS STATION BAZARS OF THE DISTRICTS OF BENGAL
DURING THE FORTNIGHT ENDING THE 31ST OCTOBER 1903.

PRICES-CURRENT (retail) of Food-grains and Salt in the Head-

Number.	DISTRICTS.	QUANTITIES PER RUPEE IN											
		WHEAT.			BARLEY.			RICE, COMMON.			LOWLAND CROTON (Sesbania Vulgata).		
		Present return.	Next preceding return.	Corresponding return of last year.	Present return.	Next preceding return.	Corresponding return of last year.	Present return.	Next preceding return.	Corresponding return of last year.	Present return.	Next preceding return.	Corresponding return of last year.
	BENGAL.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.
Burdwan Division.	1 Burdwan	11 10	12 12	11 2	...	...	...	11 0	12 0	11 4	...	...	...
	2 Birbhum	12 0	13 4	11 4	...	...	...	13 0	12 12	11 10	...	...	...
	3 Bankura	12 8	13 8	10 0	...	...	...	13 2	New 15 0 Old 12 0	12 8	...	...	...
	4 Midnapore	10 0	10 0	10 0	...	...	...	12 4 New 14 0 Old 16 0	12 4 New 16 0 Old 18 0	10 8	...	...	...
	5 Hooghly	10 8	10 8	10 0	...	...	...	11 4	11 4	10 4	...	...	...
	6 Howrah	...	...	...	...	...	...	11 0	11 0	10 0	...	...	...
Purba Division.	7 24-Parganas	...	...	...	...	...	...	10 8	11 0	10 0	...	...	...
	8 Calcutta	11 6	10 10	10 50	16 0	16 0	16 0	10 0	10 0	8 14	14 8	14 8	11 13
	9 Nadia	17 4	16 3	14 9	...	17 8	16 0	11 18	11 10	11 1	...	...	...
	10 Murshidabad	15 0	16 0	13 8	20 0	20 0	18 0	12 8	12 4	11 8	...	...	...
	11 Jansore	11 8	11 0	10 8	10 8	10 8	10 0	12 0	12 0	12 0	...	...	...
	12 Khulna	...	...	...	...	...	...	11 10	11 0	10 0	...	...	...
Rajshahi Division.	13 Rajshahi	16 8	16 8	18 8	24 0	24 0	21 0	12 0	12 0	10 8	...	...	...
	14 Dinajpur	14 8	14 8	11 8	...	...	...	14 8	12 0	10 12	...	...	...
	15 Jalpaiguri	11 0	11 0	11 0	...	...	...	11 0	11 0	9 8	...	...	...
	16 Darjeeling	...	...	...	...	...	...	10 0	10 0	8 0	...	...	...
	17 Rangpur	12 0	10 8	9 0	...	...	...	9 8	9 8	8 8	...	...	...
	18 Bogra	10 8	10 8	11 4	...	...	...	11 8	12 0	11 4	...	...	...
Dacca Division.	19 Patna	16 12	16 12	15 0	26 0	26 0	25 0	12 0	12 6	11 0	...	...	...
	20 Dacca	16 0	16 0	13 0	16 0	14 8	13 0	12 0	12 0	9 8	...	...	...
	21 Mymensingh	12 0	12 0	10 0	11 0	11 0	10 0	12 0	12 0	10 0	...	...	...
	22 Faridpur	17 12	17 0	18 8	26 0	26 0	26 0	18 4	12 4	9 0	...	...	...
	23 Backergunge	...	...	...	...	...	...	11 0 New 12 0 Old 12 8	11 8 New 12 8 Old 11 4	9 0	...	...	...

- In the subdivisions the retail prices of salt per rupee are—Kabra 11 seers 3 chitaks; Katwa 11 seers 12 chitaks; Raniganj 10½ seers.
- At Rampur Hat the retail price of salt is 11½ seers per rupee.
- At Vishnupur the retail price of salt is 9½ seers per rupee.
- In the subdivisions the retail prices of salt per rupee are—Gouta 10 seers; Tamluk 11 seers; Ghatal 11 seers 8 chitaks.
- In the subdivisions the retail prices of salt per rupee are—Serampore 10½ seers; Arambagh 10 seers 10 chitaks.
- At Ulubaria the retail price of salt is 10 seers 10½ chitaks per rupee.
- In the wards in the interior of the district the retail prices of salt per rupee are—Chalia 11 seers; Baraset 11 seers; Madura 11 seers 8 chitaks; Moraghat 9 seers 18½ chitaks.
- In the subdivisions the retail prices of salt per rupee are—Kushtia 10½ seers; Choudanga 10 seers 14 chitaks (panga); Maherpur 10 seers (Karkatoh); Henaghat 11 seers 4 chitaks (washed).
- In the subdivisions the retail prices of salt per rupee are—Lalbagh 11 seers; Kandi 10½ seers; Jangipur 10½ seers.
- In the subdivisions the retail prices of salt per rupee are—Jharkha return not received; Masura return not received; Ramdi 10 seers; Ramnagar 10 seers 10 chitaks.

OF 50 TOLARS									
MARCA OR RADI (Eleusine Corneae)					MARCA OR RADI (Eleusine Corneae)				
Next preceding re- turn.		Corresponding re- turn of last year.		Present return.		Next preceding re- turn.		Corresponding re- turn of last year.	
S.	Ch.	S.	Ch.	S.	Ch.	S.	Ch.	S.	Ch.
101	101	101	101	101	101	101	101	101	101
102	102	102	102	102	102	102	102	102	102
103	103	103	103	103	103	103	103	103	103
104	104	104	104	104	104	104	104	104	104
105	105	105	105	105	105	105	105	105	105
106	106	106	106	106	106	106	106	106	106
107	107	107	107	107	107	107	107	107	107
108	108	108	108	108	108	108	108	108	108
109	109	109	109	109	109	109	109	109	109
110	110	110	110	110	110	110	110	110	110
111	111	111	111	111	111	111	111	111	111
112	112	112	112	112	112	112	112	112	112
113	113	113	113	113	113	113	113	113	113
114	114	114	114	114	114	114	114	114	114
115	115	115	115	115	115	115	115	115	115
116	116	116	116	116	116	116	116	116	116
117	117	117	117	117	117	117	117	117	117
118	118	118	118	118	118	118	118	118	118
119	119	119	119	119	119	119	119	119	119
120	120	120	120	120	120	120	120	120	120
121	121	121	121	121	121	121	121	121	121
122	122	122	122	122	122	122	122	122	122
123	123	123	123	123	123	123	123	123	123
124	124	124	124	124	124	124	124	124	124
125	125	125	125	125	125	125	125	125	125
126	126	126	126	126	126	126	126	126	126
127	127	127	127	127	127	127	127	127	127
128	128	128	128	128	128	128	128	128	128
129	129	129	129	129	129	129	129	129	129
130	130	130	130	130	130	130	130	130	130
131	131	131	131	131	131	131	131	131	131
132	132	132	132	132	132	132	132	132	132
133	133	133	133	133	133	133	133	133	133
134	134	134	134	134	134	134	134	134	134
135	135	135	135	135	135	135	135	135	135
136	136	136	136	136	136	136	136	136	136
137	137	137	137	137	137	137	137	137	137
138	138	138	138	138	138	138	138	138	138
139	139	139	139	139	139	139	139	139	139
140	140	140	140	140	140	140	140	140	140
141	141	141	141	141	141	141	141	141	141
142	142	142	142	142	142	142	142	142	142
143	143	143	143	143	143	143	143	143	143
144	144	144	144	144	144	144	144	144	144
145	145	145	145	145	145	145	145	145	145
146	146	146	146	146	146	146	146	146	146
147	147	147	147	147	147	147	147	147	147
148	148	148	148	148	148	148	148	148	148
149	149	149	149	149	149	149	149	149	149
150	150	150	150	150	150	150	150	150	150

KANGSI OR KAKUN ITALIAN MILLET (Sesuvia italica.)			GRAN, ORAKA HEROLA KAKUN OR HEROLA (Over arid lands)		
Present return.	Next preceding re- turn.	Corresponding re- turn of last year.	Present return.	Next preceding re- turn.	Corresponding re- turn of last year.
B. Ob.	B. Ob.	B. Ob.	A. Ob.	B. Ob.	B. Ob.
...	15 12	15 8	14
...	15 0	15 0	13
...	14 0	15 8	13
...	14 8	14 8	12
...	12 0	12 0	11
...	14 0	16 0	11
...	4 4	14 0	12
B. D.	B. D.	10 0	14 0	13 6	11
...	21 2	20 0	13
...	20 0	20 0	14
...	15 0	16 0	13
...	10 19	18 0	13
...	21 12	21 12	13
...	17 1	15 9	13
...	14 0	13 0	12
...	11 0	11 0	9
...	14 8	16 0	11
...	15 0	15 0	13
...	15 0	16 0	13
...	13 0	11 8	13
...	12 6	12 8	13
...	17 8	16 8	11
...	12 0	12 0	13

Quarterly Station Bazaar of the Districts of Bengal on the 31st October 1902.

INDIAN-OWN OR MAHAR. (Zamindars.)													ARAB OR TURK, CAJIAN PRA. (Dekans Indians.)						SALT.			SALT.			DISTRICTS.	Number.
Present return.	Next preceding return.	Corresponding return of last year.	Present return.	Next preceding return.	Corresponding return of last year.	Present return.	Next preceding return.	Corresponding return of last year.	Present return.	Next preceding return.	Corresponding return of last year.	Present return.	Next preceding return.	Corresponding return of last year.												
S. Ch.	M. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	M. Ch.	S. Ch.	Ra. A. P.	Ra. A. P.	Ra. A. P.	BENGAL.												
...	12 0	12 0	10 8	12 0	11 4	...	...	...	...	...	...	Burdwan.	1					
...	15 0	15 0	9 0	10 8	10 8	...	...	...	...	...	...	Birbhum.	2					
...	13 0	13 4	11 0	11 0	11 10	...	...	...	...	...	...	Bankura.	3					
...	10 8	10 8	...	...	...	...	...	...	Midnapore.	4					
...	8 0	8 0	8 0	10 8	10 8	...	...	...	...	...	...	Hoochly.	5					
...	11 8	11 8	11 4	10 8	10 8	...	...	...	...	...	...	Howrah.	6					
...	12 0	12 0	11 4	11 0	10 11	...	...	...	...	...	...	24-Parganas.	7					
18 0	20 0	17 12	2 6	8 0	9 6	11 0	11 0	...	...	...	...	...	...	Calcutta.	8					
...	11 6	11 8	9 7	12 8	12 8	...	...	...	...	...	...	Nadia.	9					
...	12 8	12 8	11 8	11 0	11 0	...	...	...	...	...	...	Murshidabad.	10					
...	17 0	17 0	10 0	10 0	10 0	...	...	...	...	...	...	Jessore.	11					
...	8 2	10 12	8 0	10 0	10 0	...	...	...	...	...	...	Khulna.	12					
...	12 0	12 0	13 8	10 8	10 8	...	...	...	...	...	...	Rajshahi.	13					
...	12 0	10 12	9 9	10 8	11 0	...	...	...	...	...	...	Dinajpur.	14					
...	10 0	10 0	10 0	...	...	...	...	...	...	Jalpaiguri.	15					
31 0	21 0	20 0	6 0	4 8	6 8	8 8	8 8	...	...	...	...	...	...	Darjeeling.	16					
17 0	17 0	11 0	10 0	10 0	6 0	10 8	10 8	...	...	...	...	...	...	Rangpur.	17					
...	13 8	13 8	12 0	10 8	10 8	...	...	...	...	...	...	Bogra.	18					
...	9 12	9 12	8 4	10 8	10 8	...	...	...	...	...	...	Patna.	19					
...	13 0	11 8	9 12	10 8	10 8	...	...	...	...	...	...	Dacca.	20					
...	3 8	3 8	7 8	10 0	10 0	...	...	...	...	...	...	Mymensingh.	21					
...	13 0	13 0	6 0	10 14	10 10	...	...	...	...	...	...	Fariapur.	22					
...	10 0	10 0	...	...	...	...	...	...	Backergunge.	23					

- L. In the subdivisions the retail prices of salt per rupee are—Bageshat 10 seers; Satkhira 11 seers.
 M. In the subdivisions the retail prices of salt per rupee are—Nator 10 seers 3 chitaks; Nangson 10 seers 2 chitaks.
 N. No report from subdivisions.
 O. At Alipur Duara the retail price of salt is 8 seers per rupee.
 P. At Kureung and Shiguri the retail prices of salt per rupee is 8 and 9 seers respectively.
 Q. In the subdivisions the retail prices of salt per rupee are—Galsanda 10 seers; Kurigram 8 seers; Nilphamari 10½ seers.
 R. At Sirajganj the retail price of salt is 12 seers 1 chitak per rupee.
 S. In the mara in the interior of the district the retail prices of salt per rupee are—Madanganj 11 seers; Manikganj 9 seers; Mirkadim 11 seers 3 chitaks.
 T. In the subdivisions the retail prices of salt per rupee are—Kishanganj 10 seers 11 chitaks; Jamalpur 10 seers 10 chitaks; Tangail 8½ seers; Netrokona 10 seers 12 chitaks.
 U. In the subdivisions the retail prices of salt per rupee are—Goswami 10 seers; Madaripur 10½ seers (crushed); Pabna 10 seers; Rajshahi 9 seers; Bhola 10 seers.

PRICES-CURRENT (retail) of Food-grains and Salt in the Head-quarters

Number.		DISTRICTS.	QUANTITIES PER RUPEE IN											
			WHEAT.			BARLEY.			RICE, COMMON.			JOWAR OR CHOLLA (Sorghum Vulgare).		
			Present return.	Next preceding return.	Corresponding return of last year.	Present return.	Next preceding return.	Corresponding return of last year.	Present return.	Next preceding return.	Corresponding return of last year.	Present return.	Next preceding return.	Corresponding return of last year.
BENGAL—continued.			S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.
CURRADOWA DIVISION.	24	Tippore	...	...	...	...	...	...	14 0	14 0	12 5	...	...	...
	25	Noakhali	...	...	...	...	...	...	12 6	12 0	12 0	...	...	...
	26	Chittagong	...	...	...	...	...	...	12 12	12 10	10 10	...	...	...
BIBAR.														
PARA DIVISION.	27	Patna	14 12	14 0	14 0	18 12	20 0	18 0	13 0	13 0	12 8	White 16 0 Rohas 16 0	White 15 0 Rohas 15 0	16 0
	28	Gaya	14 0	13 12	12 0	13 0	13 0	16 8	13 4	12 0	10 4	...	16 0	16 0
	29	Shahabad	14 0	14 0	12 0	20 0	20 0	15 0	13 0	12 0	9 0	...	...	...
	30	Saran	14 12	15 0	12 8	20 0	23 0	16 0	16 0	15 2	11 0	...	36 0	...
	31	Champuram	13 8 to 16 0	13 8 to 16 0	12 0 to 22 0	21 0 to 22 0	23 0	19 4	17 8	17 12	12 4	...	...	...
BAGALPORE DIVISION.	32	Munshapur	14 0	13 0	12 0	18 0	18 0	21 0	12 0	11 8	11 0	...	...	...
	33	Darbhanga	14 4	14 1	12 0	18 11	17 9	17 9	13 3	13 0	11 4	...	...	...
	34	Monghyr	15 8	15 0	13 10	17 0	23 8	14 11	11 0	10 4	11 9	...	...	...
	35	Bhagalpur	13 14	13 18	12 10	20 0	19 0	20 4	12 10	12 10	10 12	...	...	...
	36	Purnea	15 0	15 0	12 0	...	...	...	10 0	10 0	8 0	...	...	...
ORISSA.	37	Malda	16 0	16 8	13 0	...	...	...	13 0	12 0	10 0	...	...	...
	38	Ranthali Pargana	11 12	11 8	10 0	15 0	15 0	...	14 0	13 0	12 0	...	...	...
	39	Cuttack	11 13	11 7	11 2	...	...	...	15 5	15 1	13 7	...	...	...
	40	Balasore	...	...	9 0 to 10 0	...	...	...	14 0	14 0	11 8	...	...	...
	41	Angul	...	...	...	...	...	...	11 0	13 0	...	...	...	...
CHOTA NAGPUR.	42	Puri	10 8	10 8	10 8	...	...	...	13 14	14 7	15 0	...	...	...
	43	Tamrharab	16 8	11 0	11 0	14 8	14 8	16 0	12 0 to 14 8	13 8	11 8	...	...	...
	44	Hasehi	8 0 to 10 0	8 0 to 10 0	7 12 to 10 0	11 0	10 0	13 0	14 0	14 8	13 0	...	...	...
	45	Palamoo	11 14	11 4	10 8	13 8	13 8	13 8	14 14	15 12	11 4	...	...	...
	46	Manbhum	12 0	12 0	11 0	16 0	16 0	10 0	13 8	14 0	13 4	...	...	...
CHOTA NAGPUR DIVISION.	47	Singbhum	11 0	11 0	10 0	...	...	...	15 0	14 0	14 0	...	...	...

- V. In the subdivisions the retail prices of salt per rupee are—Chandpur 9 seers; Brahmanbaria 10 seers.
W. At Feni the retail price of salt is 10 seers per rupee.
X. Return from Cox's Bazar not required.
Y. In the subdivisions the retail prices of salt per rupee are—Barh 11½ seers; Dinapore 10½ seers; Bihar 10½ seers.
Z. In the subdivisions the retail prices of salt per rupee are—Jahanabad 10 seers; Nawada 10 seers; Aurangabad 11 seers.
a. In the subdivisions the retail prices of salt per rupee are—Duxar 11 seers; Bhatua 10½ seers; Samraam 11 seers.
b. In the subdivisions the retail prices of salt per rupee are—Biswan 13 seers 15 chittaks; Gopalganj (Mirgan) 12 seers 12 chittaks.
c. At Bettiah the retail price of salt is 10½ seers per rupee.
d. In the subdivisions the retail prices of salt per rupee are—Hajipur 10½ seers; Bharnathi 11 seers.
e. In the subdivisions the retail prices of salt per rupee are—Samastipur 10 seers; Madhubani 10 seers 11 chittaks.
f. In the subdivisions the retail prices of salt per rupee are—Begusarai 10½ seers; Jammu 10½ seers.

CALCUTTA,

The 12th November 1902.

SEVEN OF 50 VOLUMES.

HARRIS OR CHURCH. (Pensioners of the Army.)						HARRIS OR HARRIS. (Pensioners of the Army.)					
Present returns.			Next preceding return.			Present returns.			Next preceding return.		
A.	Ch.	S.	A.	Ch.	S.	A.	Ch.	S.	A.	Ch.	S.
1											
2											
3											
4											
5											
6											
7											
8											
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10											
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47											
48											
49											
50											

KANGI OR KAKUM, ITALIAN MILLET. (Scleria Italica.)					GRAM, CHANA CHHOLA, KADALAY OR HINAGA. (Cicer arietinum.)				
Present return.	Next preceding year.		Corresponding year of last year.		Present return.	Next preceding year.		Corresponding year of last year.	
S. Ch. S. Ch. S. Ch.	S. Ch. S. Ch.		S. Ch. S. Ch.		S. Ch. S. Ch. S. Ch.	S. Ch. S. Ch.		S. Ch. S. Ch.	
...
...	12 0 9 8 8 0	...	...	...	...
...	10 4 10 4 9 8	...	...	...	...
20 0 20 0	20 0	20 0	10 12	20 0 18 0	...	...	...	...	...
24 0 16 0	16 0	16 0	19 8	18 0 15 5	...	...	...	...	...
...	20 0	20 0 15 0	...	...	...	...	...
18 0 17 0	21 8	22 0 10 0	...	...	...	...	...
...	21 0	21 8 18 0	...	...	...	...	...
...	22 0	...	...	...	...	...	...
...	20 0	19 0 16 0	...	...	...	...	...
...	17 9	18 11 10 8	...	...	...	...	...
...	24 0	20 0 10 12	...	...	...	...	...
...	18 0	17 12 16 4	...	...	...	...	...
...	14 0	14 0 11 8	...	...	...	...	...
...	16 0	16 0 14 0	...	...	...	...	...
...	22 0	21 0 14 0	...	...	...	...	...
...	16 0	15 0 12 0	...	...	...	...	...
...	17 1	18 11 13 12	...	...	...	...	...
...	14 0	14 0 12 0	...	...	...	...	...
...	15 0	15 0 13 0	...	...	...	...	...
...	18 0	18 0	...	...	...	...	...
...	16 8	16 7 12 0	...	...	...	...	...
...	14 0	14 0 12 0	...	...	...	...	...
...	14 0	13 0 11 8	...	...	...	...	...
...	15 3	15 12 10 2	...	...	...	...	...
...	15 8	15 0 13 0	...	...	...	...	...
...	12 0	12 0 9 0	...	...	...	...	...

Station Bazars of the Districts of Bengal on the 31st October 1902—concl'd.

												WHOLESALE PRICES PER MAUND OF 40 SEKRS.			DISTRICTS.	Number.			
INDIAN-CORN OR MAIZE. (See note.)			ARABIC OR TURP, CADJAN PEA. (Cajanus indicus.)			SALT.			SALT.										
Present return.	Next preceding return.	Corresponding return of last year.	Present return.	Next preceding return.	Corresponding return of last year.	Present return.	Next preceding return.	Corresponding return of last year.	Present return.	Next preceding return.	Corresponding return of last year.								
R. Ch.	R. Ch.	S. Ch.	R. Ch.	S. Ch.	S. Ch.	R. Ch.	S. Ch.	S. Ch.	R. A. P.	R. A. P.	R. A. P.	BENGAL—continued			CHITTAGONG Division.	21			
...	...	...	...	...	...	10 0 10 0	0 0 10 0	0 0 10 0	3 12 0	4 8 0	4 8 0	Tippera.	21	21
...	...	...	...	...	...	10 0 10 0	0 0 10 0	0 0 10 0	4 2 0	4 8 0	4 8 0	Nonkhali.	22	22
...	...	...	8 12	8 12	8 8	10 0	10 0	0 0 10 0	3 8 0	4 0 0	4 0 0	Obitalgong.	23	23			
												BIRAR.						PATA DIVISION.	27
25 8	25 8	19 0	21 0	21 8	16 0	11 0	10 12	10 8 8 11 0	3 11 0	3 12 0	3 12 0	Pata.	27	27					
22 8	24 8	17 8	16 0	15 0	13 0	11 0	11 4	10 0 8 6 6 3 8 8	3 8 8	3 14 0	3 14 0	Gaya.	28	28					
28 0	22 0	17 0	12 0	12 0	12 0	10 0	10 0	10 0 4 0 0 4 0 0	4 0 0	4 0 0	4 0 0	Shahabad.	29	29					
27 8	20 0	10 0	15 0	15 0	13 0	11 0	11 4	10 8 8 10 0	3 8 0	3 12 0	3 12 0	Barna.	30	30					
29 0	31 0	20 0	22 0	22 0	18 0	11 0	11 0	10 0 10 0	3 9 0	4 0 0	4 0 0	Champeran.	31	31					
25 0	25 0	18 0	14 0	14 0	13 0	10 0	10 0	10 0 14 0 0 4 0 0	4 0 0	4 0 0	4 0 0	Mina Harpur.	32	32					
20 14	21 4	19 4	13 8	13 8	11 0	11 0	10 11	10 10 0 3 10 0	3 10 0	3 10 0	3 10 0	Darbhanga.	33	33					
28 8	30 8	21 0	18 0	18 0	15 12	10 8	10 0	10 8 14 8 3 14 0	3 0 0	3 0 0	3 0 0	Monghyr.	34	34					
20 0	25 8	19 0	12 10	12 10	10 4	10 12	10 12	10 4 13 10 0	3 10 0	3 11 6	3 11 6	Bhagalpur.	35	35					
...	...	...	10 0	10 20	8 0	10 0	10 0	10 0 14 0 0 4 0 0	4 0 0	4 0 0	4 0 0	Purnea.	36	36			
...	40 0	22 0	13 0	14 0	10 0	10 0	10 0	10 0 12 0 0 3 12 0	4 0 0	4 0 0	4 0 0	Maida.	37	37					
23 0	28 0	20 4	18 0	18 0	12 5	10 8	10 8	10 0 12 10 0 3 10 0	3 12 0	3 12 0	3 12 0	Banshal Pargana.	38	38					
...	...	...	15 12	15 12	13 12	13 0	13 0	13 0 13 0 0 3 0 0	3 0 0	3 2 0	3 2 0	CHITRA.	39	39			
...	...	...	10 0	10 0	8 0 or 11 0	11 4	11 0	11 0 8 7 0 8 8 0	3 10 0	3 10 0	3 10 0	Balassore.	40	40			
...	...	...	15 0	16 0	...	7 8	8 0	...	...	...	...	Angul.	41	41
...	...	...	10 8	9 8	7 0	13 0	12 7	13 8 13 0 0 3 2 0	2 14 0	2 14 0	2 14 0	Puri.	42	42			
22 0	25 0	21 0	9 8	9 8	9 0	9 0	9 8	9 0 14 3 0 4 7 0	4 7 0	4 7 0	4 7 0	CHOTA NAGPUR.	43	43					
25 0	25 0	24 0	6 8	6 8	6 0 to 7 0	6 12	6 12	6 12 1 0 4 0 0	4 0 0	4 0 0	4 0 0	Ranchi.	44	44					
27 0	27 0	19 2	11 14	11 13	11 5	10 2	10 6	10 0 1 0 0 0 0 0	...	...	...	Palamu.	45	45		
28 0	28 0	30 0	11 0	11 8	9 8	10 12	10 8	10 0 12 8 0 3 8 0	3 12 0	3 12 0	3 12 0	Maabhum.	46	46					
...	...	...	10 0	10 0	8 0	9 0	9 0	9 0 4 4 0 4 0 0	3 8 0	3 8 0	3 8 0	Singbhum.	47	47			

- a. In the subdivisions the retail prices of salt per rupee are—Barka 10 seers; Mudhipura 10 seers; Supaul 10 seers.
 b. In the subdivisions the retail prices of salt per rupee are—Kishanganj 9 seers; Arraria 9 seers.
 c. At Balia Nawabganj the retail price of salt is 10 seers per rupee.
 d. In the subdivisions the retail prices of salt per rupee are—Dargah 10 seers (panga); Godda 10 seers; Jambura 11 seers; Pargana return not received; Rajmahal 11 seers.
 e. In the subdivisions the retail prices of salt per rupee are—Jajpur 10 seers 10 obitaks (panga); Kandiapara 10 seers (panga).
 f. At Bindrak the retail price of salt is 10 seers per rupee.
 g. In the parts in the interior of one district the retail prices of salt per rupee are—Barkhara 8 seers; Bivipara 9 seers.
 h. At Kharla the retail price of salt is 12 seers per rupee.
 i. At Gobindpur the retail price of salt is 10 seers 10 obitaks per rupee.

Published for general information.

W. C. MACPHERSON,

Off. Secretary to the Govt. of Bengal.

PRICES-CURRENT (wholesale) of Food-grains, Firewood, &c.

Number.	Market.	RICE (BEST SORT).			COMMON RICE (note above).			WHEAT (<i>Triticum sativum</i>).			BARLEY (<i>Hordeum vulgare</i>).		
		Present return.	Next preceding return.	Corresponding return of last year.	Present return.	Next preceding return.	Corresponding return of last year.	Present return.	Next preceding return.	Corresponding return of last year.	Present return.	Next preceding return.	Corresponding return of last year.
1	2	3	4	5	6	7	8	9	10	11	12	13	14
		Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.
1	Calcutta	5 4 0	5 4 0	5 4 0	3 12 0	3 12 0	4 4 0	3 4 0	3 8 0	3 8 0	2 6 0	3 0 0	2 4 0
2	Burdwan	4 7 0	4 6 0	5 0 0	3 5 0	3 4 0	3 8 0	...	...	...	...	...	...
3	Midnapore	4 0 0	4 0 0	4 5 0	3 5 0	3 5 0	Old 3 18 0 New and 3 8 0	...	...	...	...	...	...
4	Palna	4 10 0	5 10 0	5 10 0	3 5 0	3 4 0	3 8 0	2 8 0	2 8 0	2 10 0	...	...	...
5	Baogpur	5 0 0	6 0 0	6 0 0	4 0 0	4 0 0	4 0 0	3 4 0	3 4 0	3 18 0	...	...	...
6	Dacca	4 0 0	4 4 0	4 12 0	3 6 0	3 6 0	4 4 0	2 12 0	3 4 0	3 6 0	3 4 0	2 12 0	2 8 0
7	Chittagong	...	...	...	3 0 0	3 2 0	3 8 0	...	...	...	...	...	...
8	Palna	3 4 0	3 6 0	4 6 0	3 0 0	3 0 0	3 8 0	2 10 0	2 18 0	2 12 0	2 0 0	1 15 0	2 8 0
9	Munsherpur	3 0 0	3 0 0	5 11 0	3 8 0	3 5 0	3 7 0	2 12 0	3 18 0	3 8 0	2 3 0	2 1 0	1 15 0
10	Bhagalpur	3 18 0	4 8 0	4 8 0	3 10 0	3 10 0	3 8 0	2 14 0	3 14 0	3 2 0	1 15 0	3 0 0	1 15 0
11	Cuttack	4 4 0	4 4 0	5 15 0	2 9 0	2 9 0	2 15 0	3 4 0	3 4 0	3 6 0	...	...	...
12	Ranohi	4 10 0	4 10 0	4 8 0	2 18 0	2 12 0	3 1 0	4 0 0 to 5 0 0	4 0 0 to 5 0 0	4 0 0	3 10 0	4 0 0	3 8 0

CALCUTTA,

The 7th November 1902.

CHUR or CHURUM (<i>Sorghum vulgare</i>).			BAJRA or CHURU (<i>Pennisetum typhoides</i>).			MARUA or BARI (<i>Echinochloa crusgalli</i>).			GRAM, CHANA, CHOLA, KADALAT, OR SUNAGA (<i>Cicer arietinum</i>).		
Present return.	Next preceding return.	Corresponding return of last year.	Present return.	Next preceding return.	Corresponding return of last year.	Present return.	Next preceding return.	Corresponding return of last year.	Present return.	Next preceding return.	Corresponding return of last year.
15	16	17	18	19	20	21	22	23	24	25	26
R. A. P.	R. A. P.	R. A. P.	R. A. P.	R. A. P.	R. A. P.	R. A. P.	R. A. P.	R. A. P.	R. A. P.	R. A. P.	R. A. P.
2 10 0	2 0 0	2 0 0	2 8 0	2 12 0	3 8 0	...	...	...	2 8 0	2 12 0	3 0 0
...	2 8 0	2 8 0	2 14 0
...	2 8 0	2 8 0	3 2 0
...	2 10 0	2 10 0	3 6 0
...	2 12 0	2 8 0	3 4 0
...	3 0 0	3 8 0	3 0 0
...	3 6 0	3 6 0	3 6 0
White. 2 0 1 2 7 0	2 1 0	...	...	...	...	1 15 0	1 15 0	2 3 0	2 0 0	1 15 0	2 6 0
Red. 1 8 0						1 9 2	1 9 6	...	2 0 0	2 0 0	2 6 6
...	2 11 0	2 4 0	2 10 0
...	2 4 0	Biri or kalsi. 2 4 0 2 11 6	
...	2 13 6	{ 2 18 6 to 3 1 0	3 7 6
...	3 1 0		

PRICE PER MAUND											
INDIAN-CORNS OR MAISES (See notes).			ARBAH DAL OR THUR— CADJAN PEA (<i>Cajanus indicus</i>).			LINSUED.			MUSTARD AND RAPESEED.		
Present return.	Next preceding return.	Corresponding return of last year.	Present return.	Next preceding return.	Corresponding return of last year.	Present return.	Next preceding return.	Corresponding return of last year.	Present return.	Next preceding return.	Corresponding return of last year.
27	28	29	30	31	32	33	34	35	36	37	38
Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.
2 0 0	2 0 0	2 2 0	4 0 0	4 4 0	4 0 0	6 4 0	6 12 0	7 0 0	4 8 0	5 0 0	5 0 0
—	—	—	3 8 0	3 8 0	5 14 0	—	—	—	4 8 0	4 8 0	6 0 0
—	—	—	3 12 0 to 4 0 0	4 0 0	4 0 0 to 4 10 0	6 8 0	6 0 0	6 0 0	4 4 0 to 4 10 0	4 4 0 to 4 10 0	4 12 0 to 5 12 0
—	—	—	4 18 0	4 5 0	4 15 0	4 8 0	4 8 0	6 8 0	4 10 0	4 10 0	6 4 0
2 4 0	2 4 0	3 4 0	4 0 0	4 0 0	5 8 0	—	—	—	4 8 0	4 8 0	6 4 0
—	—	—	3 0 0	3 6 0	4 0 0	—	—	—	—	—	—
—	—	—	4 4 0	4 4 0	5 4 0	—	—	—	4 0 0	4 6 0	5 4 0
1 8 0	1 8 0	2 1 0	1 14 0	2 0 0	2 10 0	5 0 0	5 0 0	6 0 0	4 0 0	2 15 0	5 8 0
1 6 2	1 8 6	2 0 9	2 12 0	2 12 0	2 15 3	—	—	—	—	—	—
1 6 0	1 14 6	2 1 9	3 2 0	3 2 0	3 14 0	6 0 0	6 0 0	—	4 0 0 Mustard. Rapeseed.	4 0 0	4 10 0
—	—	—	2 5 6	2 5 0	2 11 6	—	—	—	4 10 0	4 0 0	4 10 0
—	—	—	5 2 6	6 2 6	5 11 0 to 6 10 0	6 10 0	6 11 6	6 10 0	4 13 0 to 4 12 0	4 4 0 to 5 0 0	4 12 0 to 4 13 0

STANDARD BEERS.

TEA OR JINZEL BEER.			SUGAR (RAW).			COTTON, CLEANED.			JUTE.		
Present return.	Next preceding return.	Corresponding return of last year.	Present return.	Next preceding return.	Corresponding return of last year.	Present return.	Next preceding return.	Corresponding return of last year.	Present return.	Next preceding return.	Corresponding return of last year.
40	41	42	43	44	45	46	47	48	49	50	51
Ru. A. P.	Ru. A. P.	Ru. A. P.	Ru. A. P.	Ru. A. P.	Ru. A. P.	Ru. A. P.	Ru. A. P.	Ru. A. P.	Ru. A. P.	Ru. A. P.	Ru. A. P.
4 0	5 8 0	5 0 0	4 4 0	4 4 0	4 0 0	16 0 0	16 0 0	17 0 0	5 4 0	5 0 0	4 12 0
—	—	—	4 0 0	4 0 0	4 0 0	18 0 0	20 0 0	16 0 0	—	—	—
—	—	—	5 10 0 to 4 2 0	5 12 0 to 4 2 0	5 8 0 to 4 0 0	20 0 0	20 0 0	20 0 0	—	—	—
—	—	—	4 0 0	3 14 0	3 12 0	21 0 0	21 0 0	21 0 0	—	—	4 4 0
—	—	—	4 0 0	4 0 0	5 4 0	—	—	—	4 8 0	4 8 0	5 0 0
—	—	—	5 0 0	5 0 0	5 8 0	—	—	—	5 0 0	4 8 0	4 0 0
—	—	—	5 8 0	5 0 0	4 8 0	14 8 0	14 4 0	14 0 0	—	—	—
5 12 0	5 0 0	5 0 0	3 8 0	3 8 0	3 0 0	15 0 0	16 0 0	16 0 0	3 8 0	3 8 0	3 0 0
—	—	—	2 10 0	2 10 0	2 10 0	—	—	—	—	—	—
—	—	—	4 1 0	4 1 0	5 4 0	18 0 0	18 0 0	18 8 0	—	—	—
4 2 0	4 4 0	4 4 0	4 11 0	4 8 0	4 8 0	20 0 0	20 0 0	22 0 0	—	—	—
—	—	—	4 0 0 to 5 12 0	4 0 0 to 4 7 0	4 0 0 to 4 7 0	20 0 0	20 0 0	20 0 0	—	—	—

GHI (CLASSIFIED BUTTER).			TONGADO (L.A.P.).			HIDES (COW).			GRASS.		
Present return.	Next preceding return.	Corresponding return of last year.	Present return.	Next preceding return.	Corresponding return of last year.	Present return.	Next preceding return.	Corresponding return of last year.	Present return.	Next preceding return.	Corresponding return of last year.
51	52	53	54	55	56	57	58	59	60	61	62
Rs. A. P.	Rs. A. P.	Rs. A. P.	Rs. A. P.	Rs. A. P.	Rs. A. P.	Rs. A. P.	Rs. A. P.	Rs. A. P.	Rs. A. P.	Rs. A. P.	Rs. A. P.
37 0 0	37 0 0	42 8 0	8 8 0	7 0 0	9 0 0	300 0 0	0 250 0 0	250 0 0	1 0 0	1 0 0	0 14
28 0 0	30 0 0	42 0 0	...	...	...	...	...	...	...	...	...
28 0 0	28 0 0	39 8 0	5 12 0	5 12 0	5 8 0	...	...	...	...	...	...
53 0 0	53 0 0	62 0 0	7 0 0	7 0 0	8 4 0	...	...	...	...	...	...
36 0 0	36 0 0	42 0 0	10 0 0	10 0 0	8 0 0	...	...	...	0 2 0	0 2 0	0 2
40 0 0	40 0 0	45 0 0	7 8 0	7 8 0	8 0 0	25 0 0	25 0 0	20 0 0	0 5 0	0 4 0	0 3
30 0 0	32 0 0	42 0 0	8 8 0	6 12 0	11 0 0	16 4 0	15 0 0	18 0 0	...	...	...
26 0 0	32 0 0	25 0 0	4 0 0	4 0 0	2 0 0	...	...	...	8 4 0	0 4 0	0 4
26 10 0	27 18 0	32 0 0	8 0 0	8 0 0	8 0 0	...	...	...	...	...	...
32 0 0	32 0 0	40 0 0	8 0 0	8 0 0	...	...	...	...	...	...	...
33 12 0	33 12 0	48 2 0	4 4 0	4 4 0	4 4 0	25 0 0	25 0 0	25 0 0	0 7 0	0 7 0	0 3
27 18 0	29 8 0	28 0 0	6 10 0	6 10 0	6 8 0	1 0 0	1 0 0	1 6 0	0 2 5	0 2 8	0 2
22 0 0	34 0 0	42 10 0	13 6 8	15 6 8	18 5 0	1 8 0	1 8 0	2 10 0	...	...	...

the undermentioned *Maris of Bengal* on the 31st October 1902.

STRAW.		JUNK STALKS.				PRICES PER MAUND OF 40 STANDARD SHEBS.												MARKS.
						IRON.			FIREWOOD.			SALT.						
Present return.	Next preceding return.	Corresponding return of last year.	Present return.	Next preceding return.	Corresponding return of last year.	Present return.	Next preceding return.	Corresponding return of last year.	Present return.	Next preceding return.	Corresponding return of last year.	Present return.	Next preceding return.	Corresponding return of last year.				
63	64	65	66	67	68	69	70	71	72	73	74	75	76	77	78			
Rs. A. P.	Rs. A. P.	Rs. A. P.	Rs. A. P.	Rs. A. P.	Rs. A. P.	Rs. A. P.	Rs. A. P.	Rs. A. P.	Rs. A. P.	Rs. A. P.	Rs. A. P.	Rs. A. P.	Rs. A. P.	Rs. A. P.	Rs. A. P.			
0 12 0	0 12 0	1 0 0	...	...	...	5 12 0	5 12 0	5 4 0	0 8 0	0 8 0	0 9 0	0 5 0	0 5 0	0 5 0	0 5 0	1. Calcutta.
0 10 8	0 10 8	0 11 0	...	...	...	...	...	...	0 8 0	0 8 0	0 6 0	0 5 0	0 5 0	0 5 0	0 5 0	2. Burdwan.
0 4 3	0 4 3	0 5 8	...	...	...	5 12 0 to 4 4 0	5 12 0 to 4 4 0	5 0 0 to 5 0 0	4 4 0	4 4 0	0 4 0	0 4 0	0 3 7	0 3 7	0 3 10	3. Midnapore.
1 0 0	1 0 0	1 0 0	...	...	...	7 0 0	7 0 0	7 12 0	0 10 0	0 10 0	0 10 0	0 5 0	0 5 0	0 5 0	0 5 0	4. Patna.
0 7 0	0 7 0	0 7 0	...	...	...	7 0 0	7 0 0	7 0 0	0 5 0	0 5 0	0 5 0	0 5 0	0 5 0	0 5 0	0 5 0	5. Rangpur.
...	...	...	...	...	...	5 0 0	5 0 0	5 5 0	0 5 0	0 5 0	0 5 0	0 5 0	0 5 0	0 5 0	0 5 0	6. Dacca.
...	...	...	...	...	...	4 8 0	4 8 0	5 4 0	...	...	...	3 6 0	3 6 0	3 6 0	3 6 0	7. Chittagong.
...	...	...	...	...	...	4 0 0	4 0 0	5 0 0	0 7 0	0 7 0	0 6 0	0 6 0	0 6 0	0 6 0	0 6 0	8. Patna.
...	...	...	...	...	...	5 11 6	5 11 6	5 11 6	0 4 0	0 4 0	0 4 0	0 4 0	0 4 0	0 4 0	0 4 0	9. Mascherpore.
...	...	...	...	...	...	5 0 0	5 0 0	5 0 0	0 5 0	0 5 0	0 5 0	0 5 0	0 5 0	0 5 0	0 5 0	10. Bhagalpur.
0 7 6	0 7 6	0 5 8	...	...	...	4 8 0	4 8 0	4 4 0	0 4 0	0 4 0	0 4 0	0 4 0	0 4 0	0 4 0	0 4 0	11. Cuttack.
0 5 0 to 0 5 0	0 5 0 to 0 5 0	0 5 0 to 0 7 0	...	...	...	5 10 0	5 10 0	5 0 0	0 4 0	0 4 0	0 4 0	0 4 0	0 4 0	0 4 0	0 4 0	12. Ranchi.

W. C. MACPHERSON,

Offg. Secretary to the Govt. of Bengal.

GOVERNMENT OF BENGAL, IRRIGATION DEPARTMENT.

Approximate Return of Traffic on the Circular and Eastern Canals for the week ending Saturday, the 8th November 1902, as compared with the corresponding week of the previous year.

NATURE OF CARGO.	WEEK ENDING SATURDAY, THE 8TH NOVEMBER 1902.			WEEK ENDING SATURDAY, THE 8TH NOVEMBER 1901.		
	Number of boats.	Weight of cargo.	Tollage.	Number of boats.	Weight of cargo.	Tollage.
		Mds.	Rs.		Mds.	Rs.
Rice and paddy	416	33,850	443	326	47,160	637
Jute	378	21,850*	1,436	698	1,65,916†	2,684
Firewood	63	22,275	338	137	90,240	1,349
Other articles	512	1,18,175	1,376	747	2,43,490	2,172
Total	1,467	2,67,160	2,591	1,909	5,46,606	6,842

* Canal manudage of jute, 21,300.
† Ditto 22½, 1,59,630.

Abstract of the Results of Meteorological Observations taken at the Alipore Observatory in the month of October 1902.

	Inches.	Date.	Hour.
The mean pressure of the month	29.936		
The average pressure of October from 44 years' registers (Alipore Observatory)	29.836		
The highest pressure in the month	30.066	27th	10
The lowest pressure in the month	29.804	1st	16
The range of pressure	0.262		
	Hours.		
The total number of hours of bright sunshine during the month	193.0		
The maximum possible number of hours of sunshine	359.1		
	°		
The mean temperature of the month	80.3		
The average temperature of October from 20 years' registers (Alipore Observatory)	80.0		
The highest temperature in the month	93.0	12th	
The lowest temperature in the month	69.6	26th	
The range of temperature during the month	23.4		
The mean daily range of temperature	14.4		
The greatest range of temperature in one day	17.6	12th	
	Per cent.		
The mean humidity of the month	82		
The average humidity of October from 20 years' registers (Alipore Observatory)	81		
	Spokes.		
The mean vapour tension of the month	0.836		
The average vapour tension of October from 20 years' registers (Alipore Observatory)	0.819		
The mean cloud proportion of the month	4.08		
The average cloud proportion of October from 25 years' registers (Alipore Observatory)	3.85		
	Inches.		
The total rainfall of the month	2.78		
The total rainfall indicated by a Beckley's self-registering rain-gauge (mouth of the gauge about 52 feet above the ground)	2.61		
The average fall of October from 24 years' registers (Alipore Observatory)	3.87		
The greatest fall in 24 hours	2.05	27th	
	Days.		
The number of rainy days in the month	4		
The average number of rainy days in October from 24 years' registers (Alipore Observatory)	5		
	°		
The mean maximum equilibrium temperature of solar radiation during the month	143.5		
The mean difference of sun and air temperatures	55.1		
The greatest sun temperature	153.8	2nd	
The greatest excess of sun over air temperature	63.4	2nd	
The mean temperature of the nocturnal radiation thermometer on woollen cloth	70.7		
The mean depression of the nocturnal radiation thermometer below the minimum air temperature at 4 feet above the ground	3.6		
The greatest depression of the nocturnal radiation thermometer below the minimum air temperature	4.5	13th, 16th, 23rd & 31st.	
	Miles.		
The mean movement of the wind per day	67.8		
The greatest movement of the wind in one day	111.0	8th	
The greatest movement of the wind in one hour	19.0	18th 10 to 11 p.m.	
The number of hours with winds from each of the eight points— N. 182, N.E. 24, E. 18, S.E. 27, S. 50, S.W. 153, W. 51, N.W. 115, Calm 124.			

METEOROLOGICAL OFFICE, GOVT. OF INDIA,
Alipore (Calcutta), the 10th November 1902.

G. W. KUCHLER,
for Meteorological Reporter to the Govt. of India
and Director-General of Indian Observatories.

**Results of the Meteorological Observations taken at the Alipore Observatory from
2nd to 8th November 1902.**

Month.	Date.	Maximum in sun.	Number of hours of bright sunshine.	Mean pressure barometer at 82° Fahr.	TEMPERATURE.				HYGROMETRY.				WIND.		Rain.	Weather.
					Mean.	Maximum.	Range.	Minimum.	Mean wet bulb.	Vapour tension.	Dew point.	Humidity.	Prevailing direction.	Miles reported.		
1902				Inches.	"	"	"	"	"	Inches	"	%			Inches.	
Nov.	2nd	144.6	6.2	29.920	78.5	87.3	15.3	71.9	74.3	0.798	72.2	81	Calm and variable	27	Nil	Partially cloudy.
"	3rd	150.6	8.6	29.906	79.8	88.1	14.3	75.8	75.9	0.83	74.3	88	SW, ESE and calm	71	"	Partially cloudy.
"	4th	131.9	3.4	29.93	77.5	82.1	7.0	75.1	75.4	0.852	74.4	90	Calm and variable	50	0.05	Chiefly cloudy, o, g, d.
"	5th	146.2	8.2	29.971	78.6	86.4	14.8	73.1	74.5	0.718	69.3	74	N by W and N ...	61	Nil	Chiefly clear.
"	6th	136.3	8.1	29.923	73.4	84.0	19.7	64.3	65.2	0.510	59.5	81	N and SW by W	41	"	Chiefly clear.
"	7th	135.9	5.4	29.966	72.3	82.9	20.3	62.4	65.3	0.550	61.6	69	NW by W and NNW.	71	"	Chiefly clear.
"	8th	136.4	6.4	29.934	73.2	83.0	19.7	64.3	67.0	0.580	63.2	71	NNW	30	"	Clear.

The mean pressure of the seven days ...	29.995
The average pressure of the corresponding period for 24 years, Surveyor-General's Office ...	29.923
The total number of hours of bright sunshine ...	49.3
The maximum possible number of hours of sunshine ...	78.3
The mean temperature of the seven days ...	78.2
The average temperature of the corresponding period for 24 years, Surveyor-General's Office ...	77.9
The extreme variation of temperature ...	25.5
The maximum temperature ...	88.1
The highest velocity of the wind in one hour ...	12
The mean relative humidity ...	76
The average relative humidity of the corresponding period for 24 years, Surveyor-General's Office ...	74
The total fall of rain from 2nd to 8th November 1902 ...	0.05
The average fall of the corresponding period for 24 years, Surveyor-General's Office ...	0.26
The total fall from 1st January to 8th November 1902 ...	61.62
The average fall of the corresponding period for 24 years, Surveyor-General's Office ...	64.78

The mean pressure, temperature, &c., are deduced from the traces of the Barograph and Thermograph and from eye observations.

The maximum and minimum temperatures are obtained from self-registering thermometers. All the thermometers are verified, and the readings have been corrected to a standard constructed and verified at the Kew Observatory. They are exposed under a thatched shed open at the sides, and are suspended four feet above the ground.

The barometer readings are corrected approximately to those of the standard, Newman's No. 86, formerly at the Surveyor-General's Office.

The hygrometric elements are obtained from Tables III, IV, and V of the official tables computed in the Meteorological Office, and based on Regnault's modifications of August's formula.

The directions and the movement of the wind are taken from the trace of a Beckley's anemograph.

The mouth of the rain-gauge is one foot above the ground.

a, dew; o, overcast; g, gloomy; d, drizzling rain.

N.B.—In the weekly report from 5th to 11th October 1902, read 81.3 for 81.1 as the mean temperature of the 10th October 1902.

G. W. KÜCHLER,

METEOROLOGICAL OFFICE, GOVT. OF INDIA;

Alipore (Calcutta), the 10th November 1902.

for Meteorological Reporter to the Govt. of India
and Director-General of Indian Observatories.

Weekly Return of Traffic Receipts on Indian Railways.

BENGAL CENTRAL RAILWAY COMPANY, LIMITED.

Approximate Return of Traffic and Mileage for the week ended 25th October 1902 on 129 miles open.

	COACHING TRAFFIC.		MERCHANDISE AND MINERAL TRAFFIC.		Other earnings.	Total earnings.	TRAFFIC TRAIN-MILEAGE RUN.		
	Number of passengers.	Coaching receipts.	Weight carried.	Receipts.			Coaching.	Merchandise.	Total.
		Rs. A. P.	Mds. c.	Rs. A. P.	Rs. A. P.	Rs. A. P.			
Traffic for the week ...	30,385	12,702 0 0	1,04,664 c	13,800 0 0	21 8 0	25,800 0 0	3,621	4,181	9,702
per mile of railway ...	237	98 0 0	797 c	81 8 0		199 0 0			
previous 16 weeks of half-year ...	558,504	2,17,947 0 0	18,66,083 c	2,15,975 0 0	4,135 0 0	4,59,108 0 0	53,135	70,828	1,23,963
Total for 17 weeks ...	588,889	2,30,649 0 0	19,70,747 c	2,29,775 0 0	4,354 0 0	4,84,918 0 0	56,756	75,009	1,31,765
COMPARISON.									
for corresponding week of previous year ...	30,131	12,374 0 0	1,21,720 c	11,807 0 0	2,375 8 0	23,608 0 0	3,400	4,904	8,304
per mile of railway corresponding week of previous year ...	233	93 0 0	879 c	86 0 0	17 0 0	206 0 0			
to corresponding date of previous year ...	597,821	2,31,646 0 0	21,18,441 c	2,45,932 0 0	25,348 0 0	4,13,447 0 0	54,481	84,707	1,39,188

* Audited up to week ending 20th August 1902.
† Coaching traffic calculated on 129 miles only.

ASSAM-BENGAL RAILWAY.

Approximate Return of traffic for the week ended 25th October 1902 on 54 miles open for all descriptions of traffic, and on additional 31 miles for goods and parcels traffic only.

	COACHING TRAFFIC.		MERCHANDISE AND MINERAL TRAFFIC.		Other earnings.	Total earnings.	TRAFFIC TRAIN-MILEAGE RUN.		
	No. of passengers.	Coaching receipts.	Weight carried.	Receipts.			Coaching.	Merchandise.	Total.
		Rs. A. P.	Mds. c.	Rs. A. P.	Rs. A. P.	Rs. A. P.			
Traffic for the week ...	36,701	21,500 0 0	3,44,130 c	31,413 0 0	1,608 0 0	33,021 0 0	6,194	12,370	18,564
per mile of railway ...	678	395 0 0	6357 c	581 0 0	30 0 0	623 0 0	112	228	340
previous 16 weeks of half-year ...	441,753	2,00,109 0 0	26,68,000 c	2,57,335 0 0	23,063 0 0	2,78,427 0 0	101,633	148,217	249,850
Total for 17 weeks ...	478,454	2,21,609 0 0	30,12,130 c	2,88,748 0 0	24,671 0 0	3,13,419 0 0	107,827	160,487	268,314
COMPARISON.									
for corresponding week of previous year ...	33,547	19,767 0 0	1,90,400 c	18,341 0 0	4,651 0 0	22,398 0 0	2,110	4,000	6,110
per mile of railway corresponding week of previous year ...	617	361 0 0	3507 c	336 0 0	90 0 0	426 0 0	39	75	114
to corresponding date of previous year ...	454,305	2,00,342 0 0	28,18,000 c	2,49,000 0 0	23,700 0 0	2,72,700 0 0	104,445	156,507	260,952

FINANCIAL YEAR.

Approximate Statement of Gross Receipts of the Assam-Bengal Railway.

RECEIPTS FOR WEEK ENDING 25th OCTOBER 1902.				RECEIPTS FOR WEEK ENDING 25th OCTOBER 1901.				TOTAL RECEIPTS FROM 1st APRIL 1902 TO 25th OCTOBER 1902.				TOTAL RECEIPTS FROM 1st APRIL 1901 TO 25th OCTOBER 1901.				Total increase in 1902.		Total decrease in 1901.	
Receipts.	Per mile worked.	Mean mileage worked.		Receipts.	Per mile worked.	Mean mileage worked.		Total receipts.	Per mile worked.	Mean mileage worked.		Total receipts.	Per mile worked.	Mean mileage worked.					
Rs.	Rs.			Rs.	Rs.			Rs.				Rs.						Rs.	
15,370	286	578		14,819	271	569		10,34,807	...	273		11,20,325	...	...				15,790

BENGAL AND NORTH-WESTERN RAILWAY.

Approximate Return of Traffic for the week ending 25th October 1902 on 1,261 miles open.

	COACHING TRAFFIC.		MERCHANDISE AND MINERAL TRAFFIC.		Other earnings (estimated), including steam-draw.	Total earnings.	TRAFFIC TRAIN-MILES RUN.		
	Number of passengers.	Receipts.	Weight carried.	Receipts.			Coaching.	Merchandise.	Total.
Total traffic for the week on 1,261 miles open	188,860	Rs. 71,000	Mts. 5,45,419	Rs. 51,558	Rs. 12,809	Rs. 1,44,090	45,891	(5) 17,300	
Or per mile of railway	154.70	56.31	432.52	41.58	10.15	117.85	36.41	13.72	
For previous 16 weeks of half-year (a)	2,840,545	10,98,006	80,18,576	9,02,444	2,39,475	21,94,354	651,577	400,624	1,122,201
Total for 16 weeks	2,651,685	11,07,509	75,51,756	8,34,886	2,44,408	20,46,354	603,008	384,828	1,087,836
COMPARISON.									
Total for corresponding week of previous year on 1,251 miles open	168,147	Rs. 71,788	Mts. 5,98,019	Rs. 50,795	Rs. 17,945	Rs. 1,70,908	33,578	(4) 50,983	84,561
Per mile of railway corresponding week of previous year	134.41	57.38	477.94	40.67	14.38	136.57	26.87	40.36	
Total to corresponding date of previous year	2,140,882	11,81,399	78,87,447	10,01,408	2,47,401	20,80,734	574,088	440,801	1,014,889

(a) Of this decrease, Rs. 7,530 is due to falling off in local traffic and the remainder to ballast trains and railway material. Materials 1,50,706 and Rs. 5,971 were included as ballast trains and railway material compared with mts. 4,84,954 and Rs. 18,000 in corresponding period when they were dealt with monthly instead of weekly as in current period.

(b) Includes 8,445 miles of ballast trains run on open line.

(c) Audited figures up to week ending 25th August 1902.

(d) 8,602 miles of ballast trains run on open line.

SEGOWLIE-BAKSAUL BRANCH RAILWAY.

(WORKED BY THE B. & N.W. RAILWAY.)

Approximate Return of Traffic for the week ending 25th October 1902 on 18 miles open.

	COACHING TRAFFIC.		MERCHANDISE AND MINERAL TRAFFIC.		Other earnings (estimated).	Total earnings.	TRAFFIC TRAIN-MILES RUN.		
	Passengers carried.	Receipts.	Weight carried.	Receipts.			Coaching.	Merchandise.	Total.
Total traffic for the week on 18 miles open	1,364	Rs. 324	Mts. 14,194	Rs. 14.11	Rs. 15	Rs. 339	333	171	
Or per mile of railway	75.78	18.00	787.67	14.11	0.83	18.84	18.50	9.50	
For previous 16 weeks of half-year (a)	28,524	3,167	1,45,313	3,509	199	5,785	4,908	1,580	6,488
Total for 16 weeks	20,816	2,471	1,31,710	3,763	145	7,815	5,801	1,761	7,562
COMPARISON.									
Total for corresponding week of previous year on 18 miles open	3,720	510	15,446	377	7	599	877	137	1,014
Per mile of railway corresponding week of previous year	208.07	28.31	858.11	20.97	0.38	33.28	48.72	7.61	
Total to corresponding date of previous year	41,017	5,950	1,90,762	4,440	192	10,685	8,044	1,585	9,629

(a) Includes audited figures up to week ending 9th August 1902.

EASTERN BENGAL STATE RAILWAY.

(INCLUDING N. B., K.-D., Dacca AND ASSAM-BEHAR SECTIONS.)

Approximate Return of Traffic and Mileage for the week ended 25th October 1902 on 589 miles open.

	COACHING TRAFFIC.		MERCHANDISE AND MINERAL TRAFFIC.		Other earnings (including ferry).	Total earnings.	TRAFFIC TRAIN-MILES RUN.		
	Number of passengers.	Coaching receipts.	Weight carried.	Receipts.			Coaching.	Merchandise.	Total.
Total traffic for the week on 589 miles open	207,930	Rs. 1,80,730 0 0	Mts. 11,91,390 0	Rs. 2,88,130 0 0	Rs. 41,430 0 0	Rs. 4,37,390 0 0	88,440	51,100	1,39,540
Or per mile of railway	353.02	306.83	2021.88	489.18	69.98	747.99	150.15	86.58	236.73
For previous 16 weeks of half-year	3,446,897	18,17,153 0 0	1,77,26,345 0	38,41,308 0 0	2,79,141 0 0	21,38,103 0 0	398,278	671,017	1,069,295
Total for 16 weeks	2,843,607	17,36,898 0 0	1,50,96,004 0	32,27,996 0 0	3,20,211 0 0	20,78,005 0 0	505,333	739,717	1,245,050
COMPARISON.									
Total for corresponding week of previous year	234,009	Rs. 1,09,275 0 0	Mts. 17,97,914 0	Rs. 2,07,938 0 0	Rs. 65,495 0 0	Rs. 4,83,651 0 0	86,948	84,801	1,71,749
Per mile of railway corresponding week of previous year	397.46	185.35	3053.16	353.88	111.18	820.69	147.34	97.26	244.60
Total to corresponding date of previous year	3,703,734	18,45,828 0 0	1,94,92,305 0	37,75,138 0 0	4,01,391 0 0	23,23,749 0 0	581,043	704,054	1,285,097

* Excluding ferry earnings, Rs. 10,000.
† Audited up to week ending 9th August 1902.

DACCA STATE RAILWAY.

Approximate Return of Traffic and Mileage for the week ended 25th October 1902 on 66 miles open.

	COACHING TRAFFIC.		MERCHANDISE AND MINERAL TRAFFIC.		Other earnings.	Total earnings.	TRAFFIC TRAIN-MILES RUN.		
	Number of passengers.	Coaching receipts.	Weight carried.	Receipts.			Coaching.	Merchandise.	Total.
Total traffic for the week ...	25,670	Rs. 7,740 0 0	Mds. 14,270 0	Rs. 5,140 0 0	Rs. 170 0 0	Rs. 13,050 0 0	2,810	1,430	4,240
Per mile of railway ...	391	118 0 0	216 0 0	78 0 0	2 0 0	106 0 0	43	22	65
For previous 16 weeks of half-year ...	418,979	1,21,430 0 0	2,31,908 0	81,740 0 0	2,483 0 0	1,05,693 0 0	44,543	24,388	68,931
Total for 17 weeks ...	444,649	1,29,170 0 0	2,46,178 0	82,280 0 0	2,653 0 0	1,08,346 0 0	47,353	25,818	73,171
COMPARISON.									
Total for corresponding week of previous year ...	20,131	6,340 0 0	101,101 1	3,517 0 0	5 0 0	15,860 0 0	2,774	1,500	4,274
Per mile of railway corresponding week of previous year ...	305	96 0 0	1,518 0	50 0 0	0 0 0	188 0 0	112	60	172
Total to corresponding date of previous year ...	400,757	1,22,830 0 0	2,36,001 0	80,765 0 0	7,000 0 0	1,10,535 0 0	46,537	24,388	70,925

* Audited up to week ending 9th August 1902.

COOCH BEHAR STATE RAILWAY.

Approximate Return of Traffic and Mileage for the week ended 25th October 1902 on 33.6 miles open.

	COACHING TRAFFIC.		MERCHANDISE AND MINERAL TRAFFIC.		Other earnings (including ferry).	Total earnings.	TRAFFIC TRAIN-MILES RUN.		
	Number of passengers.	Coaching receipts.	Weight carried.	Receipts.			Coaching.	Merchandise.	Total.
Total traffic for the week ...	2,450	Rs. 870 0 0	Mds. 16,860 0	Rs. 1,460 0 0	Rs. 10 0 0	Rs. 9,300 0 0	240	1,180	1,420
Per mile of railway ...	73	26 0 0	497 0	44 0 0	0 0 0	276 0 0	72	352	424
For previous 16 weeks of half-year ...	27,648	12,794 0 0	3,34,754 0	17,255 0 0	873 0 0	30,432 0 0	4,353	24,707	29,060
Total for 17 weeks ...	40,098	13,664 0 0	3,51,608 0	18,710 0 0	883 0 0	31,315 0 0	4,593	25,887	30,480
COMPARISON.									
Total for corresponding week of previous year ...	2,660	917 0 0	9,408 0	1,071 0 0	150 0 0	2,044 0 0	309	237	546
Per mile of railway corresponding week of previous year ...	80	27 0 0	280 0	32 0 0	4 0 0	61 0 0	92	70	162
Total to corresponding date of previous year ...	56,340	12,971 0 0	1,37,040 0	13,500 0 0	2,441 0 0	30,038 0 0	4,304	24,388	28,692

* Includes ballast train miles 1,900.

† Audited up to week ending 9th August 1902.

BENGAL AND NORTH-WESTERN RAILWAY.

Approximate Return of Traffic for the week ending 1st November 1902 on 1,261 miles open.

	COACHING TRAFFIC.		MERCHANDISE AND MINERAL TRAFFIC.		Other earnings (estimated), including stevedores.	Total earnings.	TRAFFIC TRAIN-MILES RUN.		
	No. of passengers.	Receipts.	Weight carried.	Receipts.			Coaching.	Merchandise.	Total.
Total traffic for the week on 1,261 miles open ...	104,680	Rs. 1,00,870	Mds. 661,790	Rs. 1,00,190	Rs. 11,310	Rs. 1,12,500	66,613	1,127,615	1,194,228
Per mile of railway ...	83	79 0 0	524 0	79 0 0	9 0 0	89 0 0	53	915	968
For previous 16 weeks of half-year ...	3,013,091	11,71,512	5,601,587	9,30,134	2,17,084	12,38,730	805,862	1,194,228	2,000,090
Total for 17 weeks ...	3,117,771	12,72,384	6,263,377	9,30,328	2,28,394	12,51,026	872,475	1,206,143	2,078,618
COMPARISON.									
Total for corresponding week of previous year on 1,251 miles open ...	174,325	77,171	532,808	75,713	18,645	1,71,534	82,045	1,127,615	1,209,660
Per mile of railway corresponding week of previous year ...	139 51	61 0 0	426 0	60 0 0	14 90	137 54	65 60	905	971
Total to corresponding date of previous year ...	31,90,707	1,20,6,610	6,000,000	10,76,771	2,76,111	13,73,492	97,890	1,206,143	2,180,033

(a) Increase due to halting of trains on account of Solar Eclipse.

(b) Decrease due mainly to falling off in Local traffic. Mds. 80,000 and Receipts 1,000 included in this week on account of Ballast Trains: they were not included in the corresponding week of previous year.

(c) Decrease due to Rs. 3,000 on account of transfer of bridge tolls included in the corresponding week of previous year and remainder to steam boat earnings owing to falling off in Goods traffic.

(d) Includes 5,400 miles of Ballast Trains run on open line.

(e) Audited figures up to week ending 10th August 1902.

(f) " " 2,000 miles of Ballast Trains run on open line.

SEGOWLIE-BARAKHUL BRANCH RAILWAY.

(WORKED BY THE B. & N. W. RAILWAY.)

Approximate Return of Traffic for the week ending 1st November 1902 on 18 miles open.

	COLONYING TRAFFIC.		MERCHANDISE AND MINERAL TRAFFIC.		Other earnings (estimated).	Total earnings.	TRAFFIC TRAIN-MILES PER.		
	Passengers carried.	Receipts.	Weight carried.	Receipts.			Coaching.	Merchandise.	Total.
Total traffic for the week on 18 miles open ...	No. 1,383	Rs. 223	Mds. 12,000	Rs. 221	Rs. 12	Rs. 275	260	175	435
(Or per mile of railway ...)	75.72	12.40	1,055.44	12.27	0.66	31.94	...	...	...
For previous 164 weeks of half-year (a) ...	50,061	8,471	158,746	3,787	164	7,468	5,801	1,741	7,542
Total for 17½ weeks ...	51,444	8,705	177,846	4,115	176	7,677	5,860	1,946	7,806
COMPARISON.									
Total for corresponding week of previous year on 18 miles open ...	2,804	307	16,008	300	30	377	354	140	494
For half of corresponding week of previous year ...	18,000	2,000	200,000	2,000	1,000	4,000	...	...	...
Total to corresponding date of previous year ...	40,811	6,484	158,633	4,080	200	11,462	7,308	1,738	9,046

(a) Includes audited figures up to week ending 18th August 1902.

DARJEELING-HIMALAYAN RAILWAY COMPANY, LIMITED.

		Rs.	A.	P.	Rs.	A.	P.
Approximate earnings for the week ending 26th Oct. 1902 ...	{ Coaching ...	8,519	0	0	10,988	0	0
	{ Goods ...	11,861	0	0			
	{ Other earnings ...	113	0	0			
Audited earnings for the corresponding period of 1901 ...	{ Coaching ...	7,064	0	0	16,787	0	0
	{ Goods ...	9,041	0	0			
	{ Other earnings ...	73	0	0			
	Increase ...				8,210	0	0
Receipts per mile for the week ending 26th Oct. 1902 ...					591	13	2
Ditto for the corresponding period of 1901 ...					528	12	2
	Increase ...				63	0	11
Receipts from 1st July to 26th Oct. 1902 ...					3,39,443	0	0
Ditto for the corresponding period of 1901 ...					2,43,508	0	0
	Decrease ...				4,125	0	0

DARJEELING-HIMALAYAN RAILWAY COMPANY, LIMITED.

		Rs.	A.	P.	Rs.	A.	P.
Approximate earnings for the week ending 1st Nov. 1902 ...	{ Coaching ...	7,872	0	0	30,691	0	0
	{ Goods ...	12,062	0	0			
	{ Other earnings ...	337	0	0			
Audited earnings for the corresponding period of 1901 ...	{ Coaching ...	12,360	0	0	19,983	0	0
	{ Goods ...	7,883	0	0			
	{ Other earnings ...	355	0	0			
	Increase ...				729	0	4
Receipts per mile for the week ending 1st Nov. 1902 ...					405	11	4
Ditto for the corresponding period of 1901 ...					391	8	0
	Increase ...				14	3	10
Receipts from 1st July to 1st Nov. 1902 ...					2,80,134	0	0
Ditto for the corresponding period of 1901 ...					2,63,538	0	0
	Decrease ...				8,402	0	0



SUPPLEMENT TO The Calcutta Gazette.

WEDNESDAY, NOVEMBER 19, 1902.

OFFICIAL PAPERS.

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RESOLUTION ON THE FOREST ADMINISTRATION REPORT FOR 1901-1902.

REVENUE DEPARTMENT—FORESTS.

Calcutta, the 15th November 1902.

RESOLUTION—No. 3233.

READ—

The Progress Report of Forest Administration in the Lower Provinces of Bengal for 1901-1902.

Mr. A. E. Wild held charge of the Bengal Forest Circle till the 10th February 1902, when he retired, and was succeeded by Mr. J. H. Lacey, who has submitted the Report with commendable punctuality. The Report does not exceed the prescribed limit of 20 pages.

2. The only changes of importance made in the forest areas during the year were the reservation of 83 square miles of forests in the Chittagong Division; the transfer of

81 square miles of protected forests in Palamau to the Civil Department for management by the Deputy Commissioner, and the disforestation of 79 square miles from the Sundarbans forests to be leased for cultivation.

Progress was made in demarcation work in Chittagong, Singhbhum and Manbhum; and in detailed survey in Singhbhum and Hazaribagh. Progress was not so good in Chittagong as was anticipated; and discrepancies in the boundary of the Khurda forests still remain to be reconciled. Arrangement should be made to push on this work in these two Divisions during this cold weather.

3. The programme of working plans for the year was carried out fully. Mr. Lace has learned that the restrictions placed by the working plan on the size of the *Sundri* timber that may be felled in the Sundarbans have never been fully enforced, and that much under-sized timber has been removed, though the working plan has been nominally followed for nine years. This careless administration must injuriously affect the revenue in future years; and the Conservator will be requested, when he is revising the working plan this year, to explain the results of the past working and how they were attained, and to state what steps are being taken to secure that the restrictions shall not be transgressed in future.

4. On the whole, forest offences were fewer than in the previous year, increases in the Darjeeling, Jalpaiguri and Singhbhum Divisions being counterbalanced by noticeable decreases in the Tista, Buxa and Sundarbans Divisions. It is not explained why offences are so much more numerous in the Darjeeling and Tista forests than in other forests.

5. Protection of the forests from fire was more successful than in the preceding year in the Kurseong, Jalpaiguri and Buxa Divisions, but was less successful in Palamau, Angul and Puri, and especially in Singhbhum. The Conservator is not dissatisfied, however, with the results in the Singhbhum forests as compared with those of preceding dry years; and it is to be hoped that the closure to grazing of areas burned in those forests has had the desired effect of impressing upon the people the need of co-operating with Government in protection of the forests. The Conservator notices that the benefit that the forests derive from fire-protection is most marked in the Darjeeling Terai and in the Buxa Division, where the *Sál* and the *Dalbergia Sissoo* are fast reproducing themselves.

Mr. Lace lays stress on the importance of creeper-cutting; and it is hoped that this matter will receive careful attention in the Buxa forests, where the *Sál* trees suffer much from creepers. Improvement fellings should be more generally undertaken in favour of natural reproduction of valuable species of the indigenous timbers and should not be confined to cases in which revenue can be obtained.

6. The total amount of wood—timber and fuel—extracted from the forests is somewhat in excess of the preceding year; but the increased outturn of timber is only in the working of the Sundarbans and Buxa Forests where there was an increased demand for *Sundri* and *Sál*. As compared with the preceding year, there was a falling off in the value of minor produce extracted from the forests chiefly in the case of the Sundarbans, where stormy weather was unfavourable to the working of small boats, and where tigers killed eighty-six wood-cutters. Since the transfer of the Sauria Tract in the Southal Parganas Protected Forests to the Civil Department on 1st December 1900, the Forest Department has ceased to be credited with the revenue derived from *sabai grass*.

7. The gross revenue of the year has only once been exceeded and the net surplus was Rs. 6,09,151; but after allowing for an extraordinary payment of Rs. 77,578 made to the Raja of Porahat on account of the profits of the working of the Porahat Forests during the five years ending March 1901, there was a net income of Rs. 6,86,729, which is the highest annual surplus on record. The working of the Palamau and Angul Divisions has again resulted in deficits; but the deficits have decreased.

8. The Lieutenant-Governor notices with pleasure that officers in charge of Divisions have done good work, and that the subordinate staff has also worked well.

The Lieutenant-Governor's thanks are due to Mr. Lace for the zeal with which he has entered upon his duties as Conservator of Forests, Bengal.

By order of the Lieutenant-Governor of Bengal,

W. C. MACPHERSON,

Offg. Secy. to the Govt. of Bengal.

RESOLUTION ON THE BOARD'S ANNUAL LAND REVENUE ADMINISTRATION REPORT FOR THE YEAR 1901-1902.

REVENUE DEPARTMENT—LAND REVENUE.

Calcutta, the 17th November 1902

RESOLUTION—No. 3290.

READ—

The Report of the Board of Revenue on the Land Revenue Administration of the Lower Provinces for the year 1901-1902.

THE Report was punctually submitted to Government.

2. *Collections, balances and remissions.*—The collections of land revenue from all the three classes of estates were good, and the total balance outstanding at the close of the year was the lowest during the past five years. The remissions granted were below the average.

On Government estates the total collections were over 90 per cent. of the current demand; the balance outstanding at the close of the year was smaller than at the end of the preceding year, and it is reported that by eliminating the doubtful and irrecoverable arrears amounting to over a lakh of rupees, the true recoverable balance would be reduced to about six lakhs, which represents 14 per cent. on the current demand. Collections on Government estates were unsatisfactory only in the districts of Hooghly, Monghyr, Balasore, Ranchi, and Palamau; much the worst result was in Balasore, where the collections amounted to 12.02 per cent. only on the demand. The Lieutenant-Governor agrees with the Board that the explanations furnished by the Collector with regard to the failure to collect in Balasore are not satisfactory, and he will await the special report called for from this district. The condition of the Palamau estate is being separately considered.

3. *Road and Public Works cesses.*—The current demand of cesses increased during the year by about a lakh and a half of rupees, mainly owing to revaluations in the districts of the 24 Parganas, Nadia, Dacca, Backergunge, Tippera, Noakhali, Shahabad, and Ranchi, to assessment of coal mines and resumed *chakran* lands in Burdwan, and to the valuation of ghatwali lands in Birbhum. The collections were generally good, and were above the prescribed standard in 25 districts. Notable exceptions were Burdwan and Ranchi. It is not understood why the Court of Wards should have allowed the Burdwan Raj to default in payment of the cess demand, nor is such a default shown in the Report on Wards' Estates. The difficulties of the Maharaja of Chota Nagpur in collecting cesses from his tenure-holders are due to a defect of the Tenancy law in Chota Nagpur which it is proposed to amend.

4. *Remittance of land revenue and rent by means of money-orders.*—Over twenty lakhs, or one-twenty-fifth of the land revenue and cesses, was remitted to the Collector during the year by special money-orders. To increase the popularity of such remittances, the Board have under consideration the adoption of separate forms of money-orders for (1) land revenue and *dak* cess and (2) road and public works cesses, and promise a report to Government on the subject.

Payment of rent by money-orders is not so popular, but is increasing in amount. The Lieutenant-Governor has before expressed his regret that this system is spreading. If it protects raiyats from persecution by the landlord's servants, it also often tends to weaken friendly relations with the landlord.

5. *Coercive processes.*—Defaults in payment of revenue were fewer than in the preceding years and the Sale law was leniently worked, the number of estates sold being less than 11 per cent. of the number which became liable to sale for arrears. The Board observe that there has been a considerable decrease in defaults and sales in the past two years, and that this is specially satisfactory in view of the fact that these years have not been remarkable for great agricultural prosperity. Possibly improvement in *tauzi* work has helped proprietors

to understand their accounts and is promoting punctuality in payment of revenue.

The number of certificates made under the Public Demands Recovery Act increased on the whole; and under the head "Cesses" there was an increase of 13,031, shared by all Divisions, except Burdwan and Orissa, which is explained to be chiefly due to more prompt action in enforcing demands. The Lieutenant-Governor has recently had under consideration the Board's special report regarding the measures proposed for improving the system of realising cesses for roads and public works, and has agreed in the conclusion that the marked increase in the number of certificates issued since the year 1891 for collection of cesses has been due not to recalcitrance on the part of the payers, but chiefly to changes introduced in the tauzi procedure. The orders of the Lieutenant-Governor on this subject and on the question of collection of cesses from rent-free holdings have been recently communicated to the Board.

6. *Condition of the raiyats on Government estates and expenditure on improvements.*—On account of unfavourable harvests, the condition of the raiyats of Government estates was generally not so good as in the preceding year. Calamities of seasons occurred in the districts of Hooghly, Bankura, Midnapore, the 24-Parganas, and Chittagong. The effects of the storm-wave of 1897 have not entirely disappeared in Chittagong. In the Bihar districts the condition of the raiyats on Government estates was on the whole good, but unusual floods caused damage on dears estates. In the Chota Nagpur Division where, except in Manbhum, crops were much below the average, the raiyats of the Government estates of Hazaribagh, Palamau, and Singhbhum were not prosperous. The condition of the Palamau estate has formed the subject of recent correspondence, and the Board have promised a further report which is awaited.

Over 2½ lakhs of rupees were expended by Government on improvements of its estates, chiefly under the heads of drainage, irrigation, embankments, tanks and wells, roads and bridges. The Lieutenant-Governor approves the plan which the Board have adopted of making a provisional allotment in anticipation of the receipt of Government orders sanctioning the total grant for the Province, as by this arrangement it is hoped that more time will be available to the District Officers for carrying out the works of each year.

7. *Drainage.*—The crops in the Rajapur and Howrah drainage basins were good, and the collections during the year from the landlords on account of drainage dues were satisfactory.

The Bill to amend the Bengal Drainage Act, VI of 1880, which was introduced into the Bengal Legislative Council on the 25th March 1902, and of which the object is to enable landholders to realise their claims from tenants and from co-sharers by means of the certificate procedure, was passed by the Council on the 25th August 1902.

8. *Land Registration and Partitions.*—Good progress was made in registration of mutations and in partition cases.

In paragraph 11 of last year's Resolution it was suggested that the percentage of mutations registered in the year on the actual number of existing interests should be indicated. The Board have not yet obtained correct figures, but express a hope that next year they will be in a position to report accurately the number of interests recorded in the registers and the percentage of mutations registered during the year. The Lieutenant-Governor hopes that such information will be given in the next report.

As regards the effect of the Partition Act of 1897 in preventing the enhancement of rents, which used frequently to follow a partition, the Board, agreeing with the Commissioner of Patna, say that it is too early as yet to form a decided opinion. The Collector of Patna observes that the only defect in the proceedings under the Act of 1897 is that they are not final so far as they relate to rents. But neither are rents recorded under Chapter X of the Tenancy Act final unless they are also settled in connection with a settlement of land revenue or on application of landlords or tenants. The advantage of the procedure under both Acts consists in the authoritative record of the existing rent. The Lieutenant-Governor desires that District Officers should continue to watch the effect of the provisions of the Act which relate to record of rent.

9. *Zamindari cesses.*—It is reported by the Board that the levy of illegal cesses in addition to the rent is a very old practice throughout the Province, which has remained practically unchecked by the provisions re-enacted in the Bengal Tenancy Act for its suppression. The Lieutenant-Governor believes that where a survey and record-of-rights is made a very practical check has been imposed, but in the unsurveyed districts he regrets that there is good reason to believe that illegal cesses of many kinds and many names are still levied.

The Lieutenant-Governor has learned that on many estates, especially in the Eastern Bengal districts, landlords not only do not help, but impose fines or *nazarana*, which discourage, when they do not wholly prevent, any improvement of the village water-supply being made by those who are willing to dig or re-excavate tanks for the public good. Accordingly in January last Commissioners of Divisions were requested to institute enquiries as to how far such restrictive customs prevail. The replies received are under the consideration of Government.

10. *Takavi advances.*—The Government of India asked last year that in addition to the current accounts contained in Appendices XVI and XVII of the Land Revenue Report, information might be briefly given in the body of the report as to the net financial results to the State of its loan business during each of the five preceding years. The Board do not clearly understand what information is required, and propose to address the Government separately on the subject. Their report will be awaited by the Lieutenant-Governor.

11. *Working of the Bengal Tenancy Act of 1885.*—The falling off in the number of applications for survey and record-of-rights under section 103 of the Tenancy Act, to which the Board refer in their 147th paragraph, and which is due to a technical construction of the section, appears to be much more than counterbalanced by an increase in the number of notifications of areas for survey under section 101(2)(a) of the Act. In proceedings under section 103, as the law officers have advised, fair rents cannot be settled or disputes be formally decided. Section 101 (2)(a) requires that when application is made by a landlord or landlords, the interest or interests represented must make up a large proportion of the interests of all the landlords, and also that the order for record-of-rights must be passed by the Local Government. Section 103 allows a Revenue officer to take action under rules made by Government on the application of a single landlord.

The Board in paragraph 152 of their report notice the increase of rent suits in the Orissa Division, and have attributed the increase to the fact that with the enhancement of the land revenue demand at the last settlement, the zamindars cannot afford to allow large arrears to remain outstanding. It is also stated that the settlement records have given facilities to the zamindars to prove areas and rental of holdings. The large increase of rent suits in the districts of the Orissa, Patna, and Chittagong Divisions, which were surveyed in recent years, has attracted the attention of Government, and is being carefully examined.

12. *Weather and crops, prices of food, and wages of labour.*—The rainfall during the year was deficient in Bihar, Chota Nagpur, and Orissa, and was also badly distributed. Early cessation of the monsoon and the drought throughout the cold weather caused widespread injury to the winter rice and the *rabi* crops, especially in the North Bihar districts. The short outturn of crops over the greater part of the Province had the effect of raising the price of common rice, and in some districts prices were especially high. Wages remained stationary, except in a few localities, such as parts of the Midnapore and Palamau districts, where special demand on account of railway construction or other work caused some rise.

13. *Material condition of the people.*—The Board write that the high prices of the year pressed somewhat heavily on the classes dependent on money wages or fixed incomes. The year was no doubt generally one of diminished agricultural prosperity. The development of the industries of the mines and the mills was important, but still falls far short of counterbalancing to labourers deficient harvests.

The report called for on the *utbandi* system of tenure of lands in the district of Nadia is awaited.

14. *Agricultural Banks.*—The Lieutenant-Governor notices with satisfaction that, as the result of the deputation of Mr. P. C. Lyon, ten agricultural banks or co-operative credit societies of raiyats were established chiefly on Government estates and wards' estates during the year, and that 22 more such banks have been opened since the close of the year. The special reports on the working of these banks, which have been received from the Commissioners of Divisions, will be separately examined.

15. The thanks of the Lieutenant-Governor are due to the Board for their efficient administration of the Land Revenue Department and for their excellent Report. The paragraphs in which officers are mentioned as deserving of special commendation will be communicated to the Appointment Department.

In a Notification dated the 29th April 1902, the Lieutenant-Governor expressed his deep regret in announcing the sudden death of the Hon'ble Mr. Philip Nolan, Member of the Board of Revenue, who had long been a trusted counsellor of Government in the Revenue administration and who was on the eve of retirement. Mr. Nolan's intimate knowledge of questions relating to the land and his sound judgment were of the greatest service to the Province.

By order of the Lieutenant-Governor of Bengal,

W. C. MACPHERSON,

Offg. Secretary to the Govt. of Bengal.

RESOLUTION ON THE REPORT OF THE BOARD OF REVENUE ON WARDS' AND ATTACHED ESTATES FOR 1901-1902.

REVENUE DEPARTMENT—LAND REVENUE.

Calcutta, the 17th November 1902.

RESOLUTION—No. 5994.

READ—

The Report of the Board of Revenue on the Wards' and Attached Estates in the Lower Provinces for the year 1901-1902.

THE Report on the administration of Wards' Estates and Attached and Encumbered Estates has been punctually submitted by the Board of Revenue.

2. In all, 140 such estates were under management during the year, or five more than in the previous year. The aggregate current demand of these estates on account of rents and cesses amounted to 119½ lakhs of rupees, or about one-fifteenth of the whole cess and rent demand of these Provinces. The Burdwan Raj, which with its rental of 48 lakhs and land revenue of nearly 35 lakhs is much the most important estate under the management of the Board, has just passed into the hands of its proprietor after seventeen years of management by the Court of Wards. The estates next in importance, viz., Bettiah, Hatwa and Tikari, are all in the Patna Division; 70 of the estates, including all the Encumbered estates, are in the Chota Nagpur Division.

3. Revenue and cesses due to Government were generally punctually paid, the total payments representing 98 per cent. of the demand of the year. The outstandings due to superior landlords were much heavier in proportion. The obligation to discharge such liabilities is similar to that owed to Government and should have the best attention of the Collectors. The failure to pay the Government demands due from the Nawada and Maghra estates in Patna is not satisfactorily explained.

4. The total collections of rent and cesses during the year just exceeded 100 per cent. on the current demand, a percentage not quite so high as that of the preceding year, 100·4, which, however, was the highest percentage obtained in twenty years with one exception. The Bhagalpur Division did least well, and Orissa did best with a percentage of 108·9 obtained by good collections in the Kanika and Madhupur estates. Other districts in which collections were over 105 per cent. were Dinajpur, Chittagong, Saran, Muzaffarpur and Darbhanga. Short collections are insufficiently explained in the case of the Khagra estate in Purnea and the Majdiha estate in Dinajpur.

Balances were slightly reduced, and would have been further diminished but for poor collections in Sujamutha and Kujang, where there was failure of crops. More rent suits were instituted, and for larger sums than in the previous year; but there was a larger decrease in the number of certificates filed. On the whole, the collections made in a year of short harvests were generally sufficient.

5. Altogether twelve and-a-half lakhs of debts outstanding against the estates were paid during the year, and substantial reductions were made in the case of the Bettiah, Shihar and Satkhira estates, in the Khujwa estate and Mubarik Hussain's estate in Saran, and in Mrs. Lucas's estate in Backergunge. The Lieutenant-Governor is pleased to learn that in the case of two encumbered estates in Chota Nagpur, which were released during the year, the debts had been fully paid, and that in twenty-seven more of the encumbered estates, the payments on account of debt during the year exceeded the sums provided in the schemes of management.

6. Under the head of expenditure on improvements, the Lieutenant-Governor notices with approval the large expenditure of the Burdwan Raj on schools and on its experimental farm, the expenditure of the great estates of Hatwa, Bettiah and